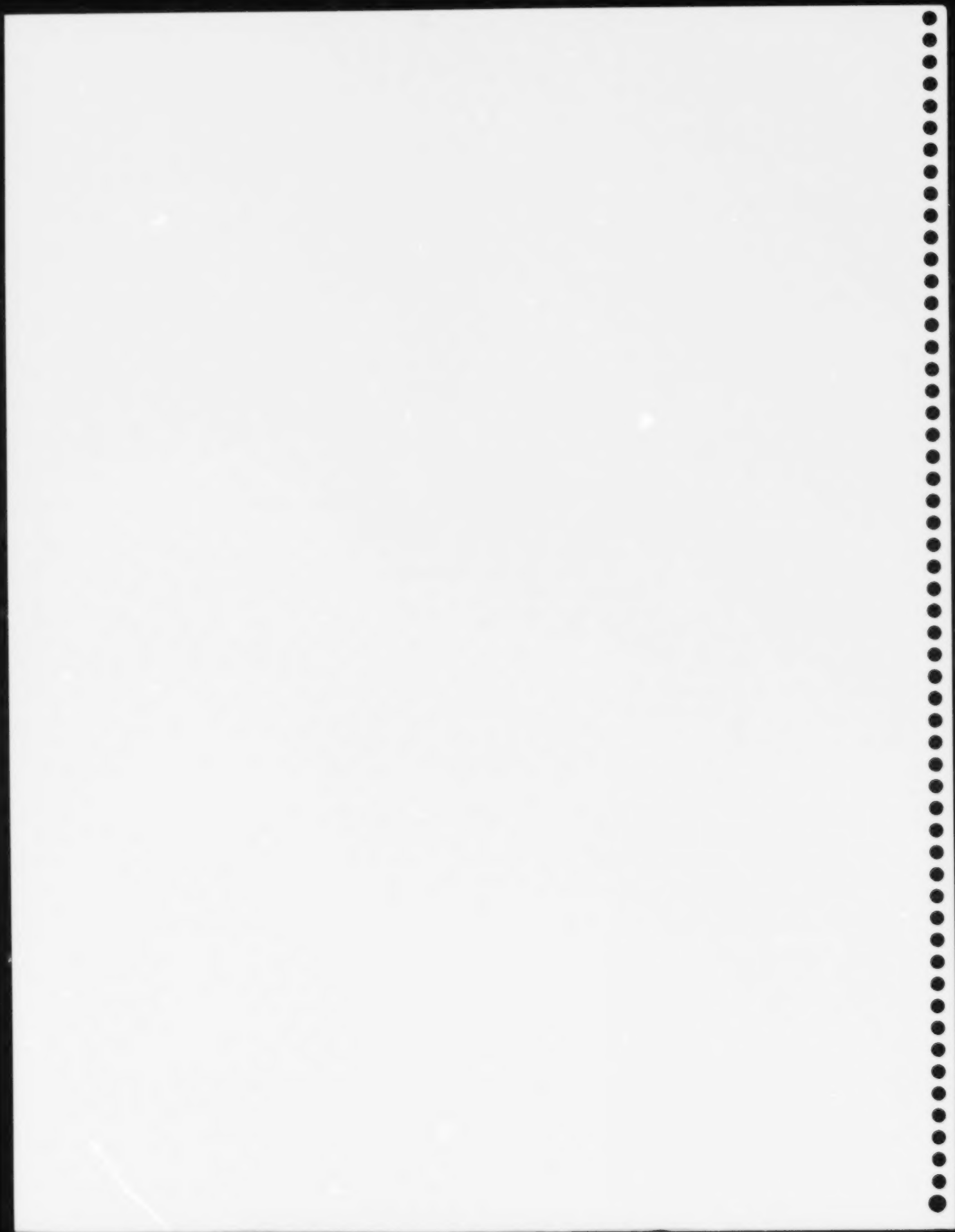


Northwest Territories
Traffic Accident Facts, 2002



Northwest
Territories

Transportation



2002 NWT Traffic Accident Facts

Department of Transportation
Road Licensing and Safety Division
December 2003

Acknowledgements

This report was prepared by the Road Licensing and Safety Division of the Department of Transportation, Government of the Northwest Territories, in cooperation with the Transportation Planning and Policy Division.

If you have any comments or questions related to the content of this report, please contact the Road Licensing and Safety Division at telephone (867) 873-7406, or by facsimile at (867) 873-0120.

2002 QUICK FACTS REPORT

(2002 Compared to 2001)

	<u>2001</u>	<u>2002</u>	<u>% Change</u>
PROPERTY DAMAGE ONLY COLLISIONS	572	650	13.6
PERSONAL INJURY COLLISIONS	142	154	8.5
FATAL COLLISIONS	2	3	50.0
TOTAL REPORTED COLLISIONS	716	807	12.7
NUMBER OF PERSONS KILLED	3	3	0.0
NUMBER OF PERSONS INJURED	205	232	13.2
NWT HIGHWAY SYSTEM COLLISIONS	151	187	23.8
RURAL COLLISIONS	11	11	0.0
COLLISIONS IN COMMUNITIES	554	609	9.9
REGISTERED VEHICLES	29,449	30,969	5.2
LICENSED DRIVERS	27,148	27,748	2.2
NWT POPULATION [1]	41,200	41,400	0.5
COLLISIONS PER 100 LICENSED DRIVERS	2.64	2.91	10.3
COLLISIONS PER 100 REGISTERED VEHICLES	2.43	2.61	7.2
COLLISIONS PER 100 POPULATION	1.74	1.95	12.2

[1] 2001 and 2002 population figures from NWT Bureau of Statistics
July 1 estimate published in "Quarterly Report", June 2003.

Introduction

The Traffic Accident Information System (TAIS) is a computer-based system that compiles information on traffic collisions occurring throughout the Northwest Territories. This information is obtained from the motor vehicle accident (MVA) report forms that are completed by Royal Canadian Mounted Police detachments in accordance with Section 262 of the *Motor Vehicles Act*.

TAIS provides valuable information for many traffic collision countermeasure programs. TAIS, the MVA report form, and various collision publications are administered by the GNWT Department of Transportation, Road Licensing and Safety Division. The collection of this valuable data is made possible by the efforts and dedication of the many Royal Canadian Mounted Police officers across the Northwest Territories who complete MVA forms from their collision investigations.

TAIS Definitions

REPORTABLE MOTOR VEHICLE COLLISION - an incident involving one or more motor vehicles resulting in death, personal injury or a minimum of \$1,000 in property damage. TAIS only records reportable motor vehicle collisions which occur on, or adjacent to, roadways intended for use by the general public. The following is a list of words and terms used in reportable collisions:

INCIDENT - Any set of events not under human control which includes at least one occurrence of injury or damage. It originates when human control is lost and terminates when control is regained, or in the absence of persons who are able to regain control when all persons and property are at rest.

Excluded are events which are known to be the result of deliberate intent, legal intervention or natural disasters. As an example, if a vehicle catches fire due to mechanical failure and the driver is able to stop the car, this is not a traffic accident because control of the vehicle was never lost.

VEHICLE - is any vehicle designed to travel on land that is drawn, propelled or driven by any kind of power, including muscular power, but does not include a device designed to run exclusively on rails.

MOTOR VEHICLE - is a vehicle propelled or driven by power other than by wind, gravity or muscular power and includes a trailer, but does not include:

- (a) an aircraft or a marine vehicle,
- (b) a device that runs or is designed to run exclusively on rails,
- (c) a mechanically propelled wheelchair or mobility device.

PEDESTRIAN - is a person on foot, in a wheelchair or mobility device and includes a child in a carriage or carried by a person on foot, persons on ice skates, skis, roller blades, skate boards and persons pushing or pulling vehicles. A pedestrian does NOT include persons jumping or falling from a vehicle in motion.

DAMAGE - harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure incurred by normal operation such as a tire blow out or broken fan belt.

ROADWAY - any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for, or used by, the general public for the passage of vehicles and pedestrians. This includes sidewalks, boulevards and the immediate right-of-way adjacent to and parallel with the roadway. It also includes winter/ice roads, trails, privately maintained roads, driveways and parking lots on which the general public may travel.

NWT HIGHWAY COLLISION - a collision occurring on one of the eight numbered highways or on an access or winter road maintained by the Department of Transportation.

COMMUNITY COLLISION - a collision occurring within the corporate limits of a community but not on any of the roads on the NWT Highway system.

RURAL COLLISION - a collision occurring outside of the corporate limits of a community and off of any of the roads on the NWT Highway system.

PROPERTY DAMAGE ONLY COLLISION (Property Damage) - a motor vehicle collision resulting in total damages over the prescribed amount as defined in the *Motor Vehicles Act* (\$1,000) with no personal injuries or deaths.

TRAFFIC INJURY COLLISION (Personal Injury) - a motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

TRAFFIC FATALITY COLLISION (Fatal) - a motor vehicle collision resulting in death within 30 days to one or more involved persons. Death must be the result of injuries incurred from the collision. This excludes death from natural causes such as heart attacks.

		Page
	Quick Facts - Inside Front Cover	
<u>Section 1</u>	<u>Historical Trends</u>	1
Figure 1.1	Trends in Licensed Drivers, Registered Vehicles and Collisions	3
1.2	Trends in Collision Rates by Vehicles, Drivers and Population	3
1.3	Trends in Injuries and Fatalities	4
1.4	Trends in Property Damage Collisions	4
1.5	Trends in Personal Injury Collisions	5
1.6	Trends in Fatal Collisions	5
1.7	Trends in All Reported Collisions	6
1.8	Property Damage Collisions by Month and Year	6
1.9	Personal Injury Collisions by Month and Year	7
1.10	Fatal Collisions by Month and Year	7
1.11	Total Collisions by Month and Year	8
<u>Section 2</u>	<u>Time of Occurrence</u>	9
Figure 2.1	Personal Injury Collisions by Month of Occurrence	11
2.2	Fatal Collisions by Month of Occurrence	11
2.3	Total Collisions by Month of Occurrence	11
2.4	Collisions and Victims by Month of Occurrence	11
2.5	Total Collisions by Time of Day	11
2.6	Total Collisions by Day of Week	11
2.7	Total Collisions by Time of Day and Day of Week	12
<u>Section 3</u>	<u>Major Contributing Factors</u>	13
Figure 3.1	Collision by Severity Where Human Condition was a Major Contributing Factor	15
3.2	Collisions by Severity Where Human Action was a Major Contributing Factor	15
3.3	Collisions by Severity Where Vehicle Condition was a Major Contributing Factor	15
3.4	Collisions by Severity Where Environmental Condition was a Major Contributing Factor	16
3.5	Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown	16
3.6	Major Contributing Factors by Collision Severity	16
3.7	Collisions by Road System Where Human Condition was a Major Contributing Factor	17
3.8	Collisions by Road System Where Human Action was a Major Contributing Factor	17
3.9	Collisions by Road System Where Vehicle Condition was a Major Contributing Factor	17
3.10	Collisions by Road System Where Environmental Condition was a Major Contributing Factor	18
3.11	Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown	18
3.12	Major Contributing Factors in Collisions - Communities and NWT Highways	18

		Page
<u>Section 4</u>	<u>Environmental Factors</u>	19
Figure	4.1 Collisions by Road Surface Type and Severity	21
	4.2 Collisions by Road Surface Environmental Condition and Severity	21
	4.3 Collisions by Road Defect and Severity	22
	4.4 Collisions by Light Condition and Severity	22
	4.5 Collisions by Weather Condition and Severity	23
	4.6 Collisions by Configuration and Severity	24
	4.7 Collisions by Configuration and Road System	25
	4.8 Collisions by Collision Site and Severity	26
	4.9 Collisions by Collision Site and Road System	26
	4.10 Collisions by Roadway Alignment and Severity	26
	4.11 Collisions by Roadway Type and Severity	27
	4.12 Collisions by Sequence of Events and Severity	27
	4.13 Collisions by Sequence of Events and Road System	28
<u>Section 5</u>	<u>Driver Factors</u>	29
Figure	5.1 Drivers in Collisions and Relative Risk by Driver Age	31
	5.2 Collision Rates by Severity and Driver Age	31
	5.3 Number of Drivers in Collisions by Licence Class and Age	32
	5.4 Number of Drivers in Collisions by Driver Condition and Age	32
	5.5 Number of Drivers in Collisions by Driver Action and Age	33
<u>Section 6</u>	<u>Vehicle Factors</u>	35
Figure	6.1 Number of Vehicles in Collisions by Vehicle Type and Severity	37
	6.2 Number of Vehicles in Collisions by Vehicle Condition and Severity	37
	6.3 Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity	38
	6.4 Number of Vehicles in Collisions by Vehicle Year and Severity	38
<u>Section 7</u>	<u>Victims and Occupant Restraints</u>	39
Figure	7.1 Fatalities Classification	41
	7.2 Injuries Classification	41
	7.3 Persons Injured by Road User Class and Age Group	42
	7.4 Persons Killed by Road User Class and Age Group	42
	7.5 Persons Injured or Killed by Road User Class and Gender	42
	7.6 Motor Vehicle Occupants by Injury Severity and Restraint Use	43
	7.7 Restraints Used/Not Used	43
	7.8 Motor Vehicle Occupants by Injury Severity and Age Group	44
	7.9 Victim Restraint Use Rate by Victim Age	44

		Page
<u>Section 8</u>	<u>Pedestrians</u>	45
Figure	8.1 Pedestrians Injured or Killed by Age Group	47
	8.2 Pedestrians Injured or Killed by Pedestrian Action and Age Group	47
	8.3 Pedestrians Injured or Killed by Place of Occurrence and Injury Severity	47
	8.4 Pedestrians Injured or Killed by Accident Site	48
	8.5 Pedestrians Injured or Killed by Pedestrian Condition	48
<u>Section 9</u>	<u>Alcohol</u>	49
Figure	9.1 Drinking Drivers in Collisions by Driver Age and Gender	51
	9.2 Collisions Involving Alcohol by Day of Week	51
	9.3 Percentage of Collisions Involving Alcohol by Year and Severity	51
	9.4 Number of Collisions and Victims Involving Alcohol	51
	9.5 Number of Alcohol Related Collisions by Time of Day	52
	9.6 Injury Severity by Alcohol Involvement	52
	9.7 Alcohol-Involved Collisions by Month	52
<u>Section 10</u>	<u>Off-Road Vehicles</u>	53
Figure	10.1 Off-Road Vehicle Collisions by Month and Severity	55
	10.2 Off-Road Vehicle Collisions by Vehicle Type	55
	10.3 Off-Road Vehicle Collisions by Driver Age and Gender	56
	10.4 Off-Road Vehicle Collisions by Severity and Driver Condition	56
	10.5 Off-Road Vehicle Collisions by Severity and Driver Action	57
	10.6 Off-Road Vehicle Occupants by Injury Severity and Helmet Use	57
<u>Section 11</u>	<u>Geographic Distribution</u>	59
Figure	11.1 Collisions by Region, RCMP Detachment and Severity	61
	11.2 Collision Rates by Region and RCMP Detachment	62
	11.3 Collisions on the NWT Highway System	63
	11.4 Collisions on the NWT Highway System - Map	68
	11.5 Collision Rates on the NWT Highway System - Map	69
<u>Appendix</u>		71
Section	A1 Northwest Territories Motor Vehicle Accident (MVA) Report Form Side I	72
	A2 Northwest Territories MVA Report Form Side II	73
	A3 Brief Description of Fatal Collisions	74

Historical Trends

Contents:

		Page
Figure	1.1 Trends in Licensed Drivers, Registered Vehicles & Collisions	3
	1.2 Trends in Collision Rates by Vehicles, Drivers & Population	3
	1.3 Trends in Injuries and Fatalities	4
	1.4 Trends in Property Damage Collisions	4
	1.5 Trends in Personal Injury Collisions	5
	1.6 Trends in Fatal Collisions	5
	1.7 Trends in All Reported Collisions	6
	1.8 Property Damage Collisions by Month and Year	6
	1.9 Personal Injury Collisions by Month and Year	7
	1.10 Fatal Collisions by Month and Year	7
	1.11 Total Collisions by Month and Year	8

Historical Trends

This section illustrates the 14-year history of collisions, victims and licensed drivers and vehicles.

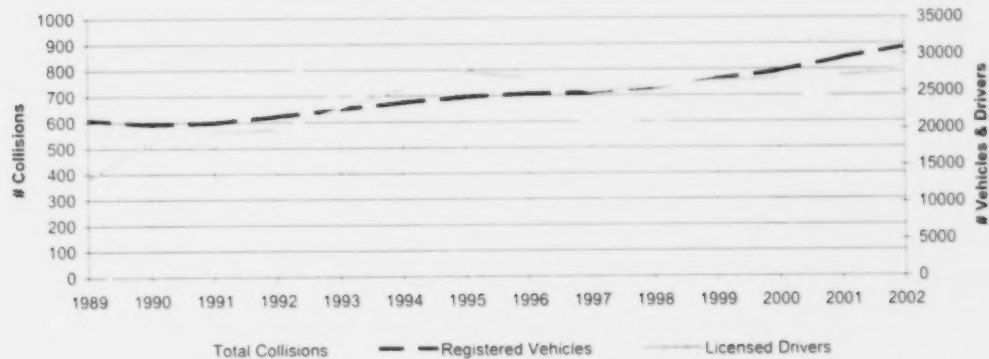
Reporting definitions have remained the same since the inception of TAIS in 1989. Trends in injuries, property damage collisions and total collisions declined steadily between 1989 and 1997. This decline took place in spite of the increased population and number of licensed drivers and registered vehicles. Total collisions and property damage only collisions, however, have been increasing since 1997.

Because of the small number of fatal collisions in the Northwest Territories, trends are difficult to identify and subject to year-to-year fluctuations. The total of three traffic fatalities reported in 2002 is close to the 14-year average.

Historical Trends – Section 1

Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

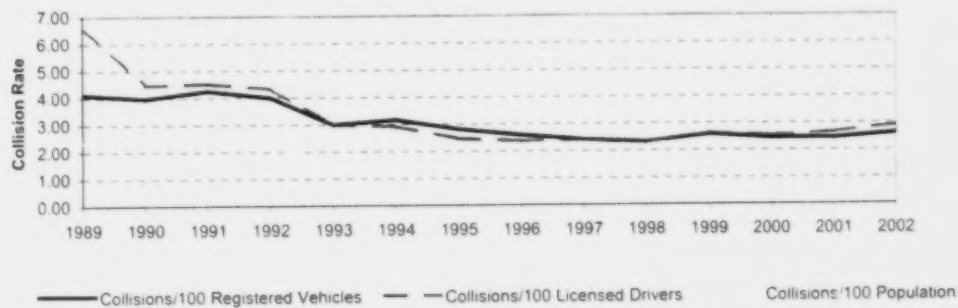


3 Year Summary

	2000	2001	2002	% Change
Registered Vehicles	27,703	29,449	30,969	5.2
Licensed Drivers	26,880	27,148	27,748	2.2
Total Collisions	678	716	807	12.7

Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2

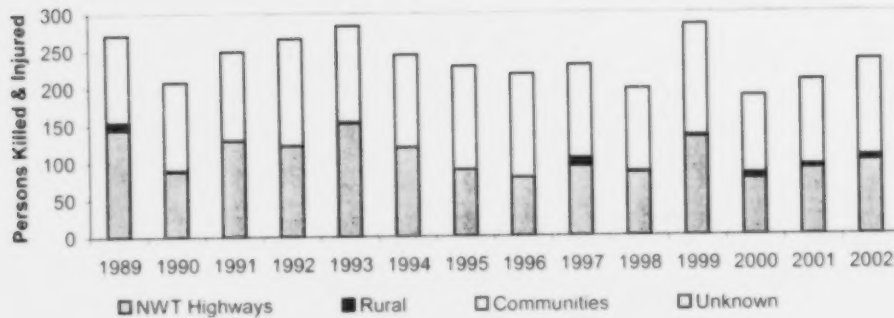


3 Year Summary

	2000	2001	2002	% Change
Collisions/100 Registered Vehicles	2.45	2.43	2.61	7.2
Collisions/100 Licensed Drivers	2.52	2.64	2.91	10.3
Collisions/100 Population	1.61	1.74	1.95	12.2

Trends in Injuries & Fatalities

Figure 1.3



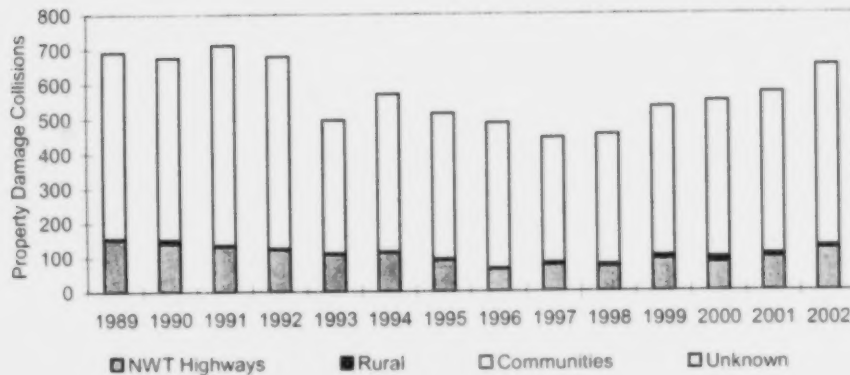
3 Year Summary

	Persons Injured			
	2000	2001	2002	Average
NWT Highways	74	87	99	87
Rural	7	4	5	5
Communities	101	114	128	114
Total	182	205	232	206

	Persons Killed			
	2000	2001	2002	Average
NWT Highways	2	3	1	2
Rural	0	0	1	0
Communities	3	0	1	1
Total	5	3	3	4

Trends in Property Damage Collisions

Figure 1.4

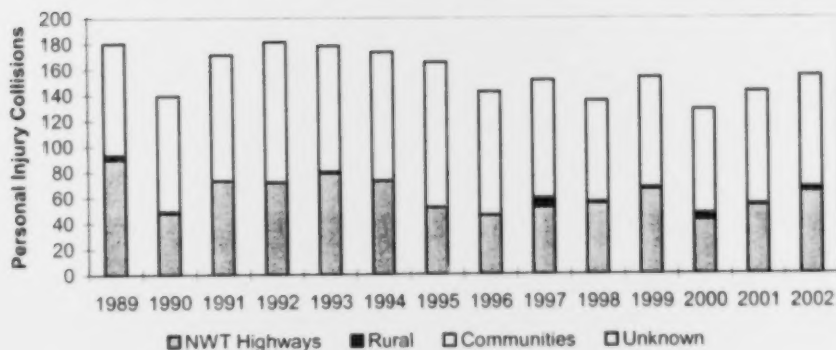


3 Year Summary

	Property Damage Collisions			
	2000	2001	2002	Average
NWT Highways	82	96	122	100
Rural	15	10	7	11
Communities	450	466	521	479
Total	547	572	650	590

Trends in Personal Injury Collisions

Figure 1.5

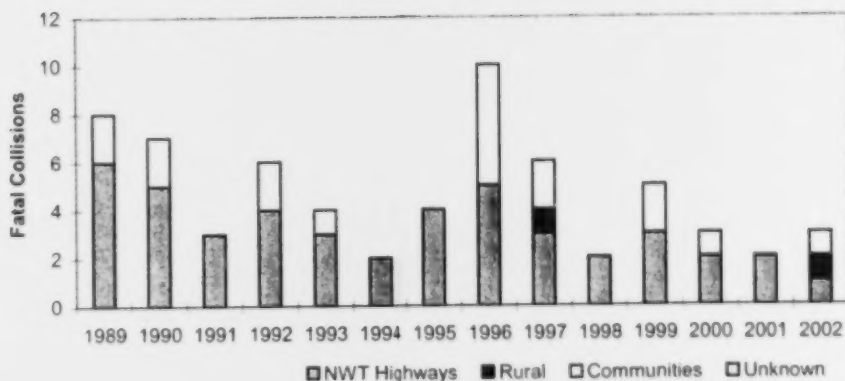


3 Year Summary

	Personal Injury Collisions			
	2000	2001	2002	Average
NWT Highways	42	53	64	53
Rural	5	1	3	3
Communities	81	88	87	85
Total	128	142	154	141

Trends in Fatal Collisions

Figure 1.6



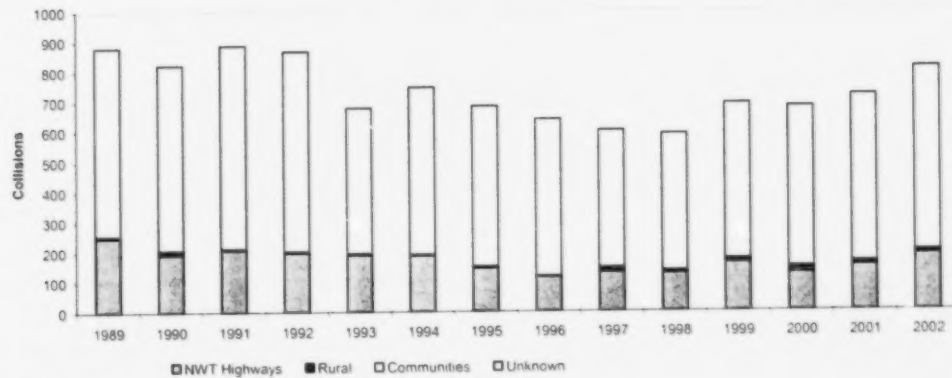
3 Year Summary

	Fatal Collisions			
	2000	2001	2002	Average
NWT Highways	2	2	1	2
Rural	0	0	1	0
Communities	1	0	1	1
Total	3	2	3	3

Historical Trends – Section 1

Trends in All Reported Collisions

Figure 1.7



3 Year Summary

	2000	2001	2002	Average
NWT Highways	126	151	187	155
Rural	20	11	11	14
Communities	532	554	609	565
Total	678	716	807	734

Property Damage Collisions by Month and Year

Figure 1.8

Month	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Avg. 92 to 01	2002
January	74	46	52	50	54	53	64	65	60	50	57	85
February	68	56	72	46	59	45	46	65	49	65	57	64
March	68	52	50	78	56	44	36	47	45	59	54	64
April	59	30	32	32	31	26	22	34	33	35	33	35
May	45	23	33	31	26	23	20	30	34	34	30	42
June	35	23	31	24	32	32	29	30	27	39	30	41
July	48	33	39	38	36	37	34	29	31	22	35	38
August	51	35	42	39	24	37	34	38	36	38	37	53
September	48	39	34	29	29	25	34	36	34	32	34	40
October	65	52	59	38	56	48	39	63	58	65	54	61
November	64	53	73	49	42	26	37	45	53	61	50	64
December	54	53	53	59	41	47	57	49	87	72	57	63
Total	679	495	570	513	486	443	452	531	547	572	529	650

Historical Trends – Section 1

Personal Injury Collisions by Month and Year

Figure 1.9

Month	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Avg. 92 to 01	2002
January	19	16	11	16	15	13	10	15	17	13	15	11
February	12	16	7	14	15	19	10	13	14	14	13	6
March	12	16	9	20	10	16	11	11	9	7	12	8
April	9	13	6	12	7	19	7	9	4	7	9	5
May	12	13	9	11	7	11	4	6	9	8	9	9
June	18	17	18	15	10	6	20	12	9	14	14	15
July	15	24	18	15	16	8	11	22	11	6	15	19
August	18	9	23	18	11	16	14	12	7	16	14	16
September	19	12	14	11	14	10	11	11	9	10	12	13
October	16	16	20	10	15	14	17	20	12	21	16	22
November	13	14	19	12	9	10	8	10	10	10	12	15
December	18	12	19	11	13	9	12	12	17	16	14	15
Total	181	178	173	165	142	151	135	153	128	142	155	154

Fatal Collisions by Month and Year

Figure 1.10

Month	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Avg. 92 to 01	2002
January	0	0	0	0	0	0	0	0	1	1	0.2	0
February	0	0	0	0	0	0	0	0	0	0	0.0	1
March	0	1	0	0	2	2	0	0	0	0	0.5	0
April	1	1	0	1	1	0	0	1	0	1	0.6	0
May	0	0	1	0	1	1	0	0	0	0	0.3	0
June	3	0	0	0	1	1	0	0	0	0	0.5	0
July	0	1	0	1	1	1	0	1	0	0	0.5	0
August	0	0	0	0	3	1	0	1	1	0	0.6	0
September	0	0	0	1	0	0	1	1	0	0	0.3	0
October	1	0	1	0	1	0	1	0	1	0	0.5	1
November	1	1	0	1	0	0	0	0	0	0	0.3	1
December	0	0	0	0	0	0	0	1	0	0	0.1	0
Total	6	4	2	4	10	6	2	5	3	2	4.4	3

Historical Trends – Section 1

Total Collisions by Month and Year

Figure 1.11

Month	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Avg. 92 to 01	2002
January	93	62	63	66	69	66	74	80	78	64	72	96
February	80	72	79	60	74	64	56	78	63	79	71	71
March	80	69	59	98	68	62	47	58	54	66	66	72
April	69	44	38	45	39	45	29	44	37	43	43	40
May	57	36	43	42	34	35	24	36	43	42	39	51
June	56	40	49	39	43	39	49	42	36	53	45	56
July	63	58	57	54	53	46	45	52	42	28	50	57
August	69	44	65	57	38	54	48	51	44	54	52	69
September	67	51	48	41	43	35	46	48	43	42	46	53
October	82	68	80	48	72	62	57	83	71	86	71	84
November	78	68	92	62	51	36	45	55	63	71	62	80
December	72	65	72	70	54	56	69	62	104	88	71	78
Total	866	677	745	682	638	600	589	689	678	716	688	807

Time of Occurrence

Contents:

			Page
Figure	2.1	Personal Injury Collisions by Month of Occurrence	11
	2.2	Fatal Collisions by Month of Occurrence	11
	2.3	Total Collisions by Month of Occurrence	11
	2.4	Collisions and Victims by Month of Occurrence	11
	2.5	Total Collisions by Time of Day	11
	2.6	Total Collisions by Day of Week	11
	2.7	Total Collisions by Time of Day and Day of Week	12

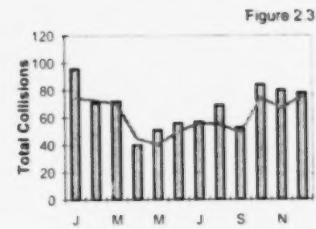
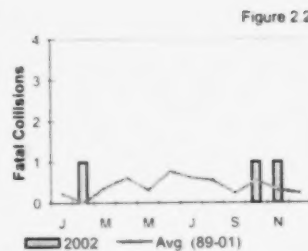
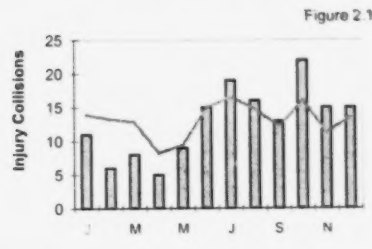
Time of Occurrence

Figure 2.3 shows the highest number of collisions occurred during the winter months, November to March. Conversely Figure 2.1 shows more injury-producing collisions during the summer months.

Collisions are most likely to take place during the late afternoon and early evening. More collisions take place on Fridays and Saturdays than on Sundays and weekdays.

Time of Occurrence – Section 2

Collisions by Month of Occurrence

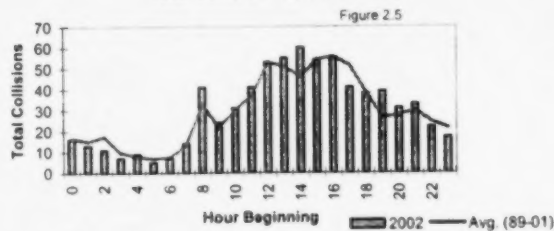


Collisions & Victims by Month of Occurrence

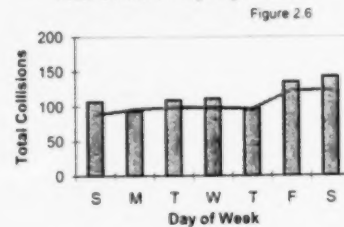
Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	85	11	0	96	14	0
February	64	6	1	71	10	1
March	64	8	0	72	11	0
April	35	5	0	40	7	0
May	42	9	0	51	15	0
June	41	15	0	56	19	0
July	38	19	0	57	34	0
August	53	16	0	69	28	0
September	40	13	0	53	25	0
October	61	22	1	84	28	1
November	64	15	1	80	21	1
December	63	15	0	78	20	0
Total	650	154	3	807	232	3

Total Collisions by Time of Day



Total Collisions by Day of Week



Time of Occurrence – Section 2

Collisions by Time of Day & Day of Week*

Figure 2.7

Collision Hour	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	%
12 to 1 a.m.	5	1	2	2	1	2	3	16	2.0
1 to 2 a.m.	2	0	1	1	0	4	5	13	1.6
2 to 3 a.m.	1	0	2	0	0	1	7	11	1.4
3 to 4 a.m.	1	2	0	0	0	1	3	7	0.9
4 to 5 a.m.	2	0	2	0	0	1	4	9	1.1
5 to 6 a.m.	1	0	0	3	0	0	1	5	0.6
6 to 7 a.m.	2	0	1	0	0	3	1	7	0.9
7 to 8 a.m.	2	1	3	1	2	5	0	14	1.8
8 to 9 a.m.	3	5	8	6	7	10	2	41	5.2
9 to 10 a.m.	0	4	6	4	2	6	2	24	3.0
10 to 11 a.m.	5	5	4	5	4	2	6	31	3.9
11 to 12 a.m.	5	8	5	7	4	5	7	41	5.2
12 to 1 p.m.	6	4	9	6	9	9	10	53	6.7
1 to 2 p.m.	7	7	8	7	4	6	16	55	6.9
2 to 3 p.m.	10	10	9	5	7	6	13	60	7.5
3 to 4 p.m.	6	6	3	9	11	15	4	54	6.8
4 to 5 p.m.	7	6	6	12	6	12	6	55	6.9
5 to 6 p.m.	3	2	8	7	9	8	4	41	5.2
6 to 7 p.m.	7	7	5	4	3	8	4	38	4.8
7 to 8 p.m.	2	7	4	6	7	4	9	39	4.9
8 to 9 p.m.	3	5	6	3	3	5	6	31	3.9
9 to 10 p.m.	7	2	5	7	3	3	6	33	4.2
10 to 11 p.m.	4	3	2	3	4	2	4	22	2.8
11 to 12 p.m.	3	3	1	1	2	2	5	17	2.1
Not Stated	13	5	9	12	9	15	15	78	9.8
Total	107	93	109	111	97	135	143	795	
%	13.5	11.7	13.7	14.0	12.2	17.0	18.0	100.0	

* Excludes collisions in which Day of Week was unknown.

MAJOR CONTRIBUTING FACTORS

Contents:

			Page
Figure	3.1	Collision by Severity Where Human Condition was a Major Contributing Factor	15
	3.2	Collisions by Severity Where Human Action was a Major Contributing Factor	15
	3.3	Collisions by Severity Where Vehicle Condition was a Major Contributing Factor	15
	3.4	Collisions by Severity Where Environmental Condition was a Major Contributing Factor	16
	3.5	Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown	16
	3.6	Major Contributing Factors by Collision Severity	16
	3.7	Collisions by Road System Where Human Condition was a Major Contributing Factor	17
	3.8	Collisions by Road System Where Human Action was a Major Contributing Factor	17
	3.9	Collisions by Road System Where Vehicle Condition was a Major Contributing Factor	17
	3.10	Collisions by Road System Where Environmental Condition was a Major Contributing Factor	18
	3.11	Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown	18
	3.12	Major Contributing Factors in Collisions - Communities and NWT Highways	18

Major Contributing Factors

Contributing factors are those circumstances or factors that the reporting police officer perceives to have directly contributed to the collision or its severity. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment. Police officers are encouraged to use their skilled judgement in reporting the likely factors, even if the collision scene was not attended.

Figure 3.6 shows that human condition is nearly twice as prevalent in injury and fatal collisions (14%) than in all collisions (8%). Human factors account for 71% of all factors in collisions, as compared to vehicular (2%) and environmental (5%).

Figure 3.12 points out the difference between collisions occurring in communities and on the NWT Highway system. Environmental factors are three times as prevalent on NWT Highways (9%) than in communities (3%).

Major Contributing Factors – Section 3

Collisions by Severity Where Human Condition was a Major Contributing Factor

Figure 3.1

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fatigued, Fell Asleep	1	0	0	1	0.1
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	40	20	1	61	7.6
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	2	1	0	3	0.4
Other Driver Condition	0	0	0	0	0.0
Total	43	21	1	65	8.1

Collisions by Severity Where Human Action was a Major Contributing Factor

Figure 3.2

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Following Too Closely	29	5	0	34	4.2
Distracted, Inattentive	58	16	0	74	9.2
Driving Too Fast for Conditions	77	17	1	95	11.8
Improper Turning or Passing	18	2	0	20	2.5
Failed to Yield Right-of-Way	46	15	0	61	7.6
Disobeyed Traffic Control/Officer	12	0	0	12	1.5
Driving on Wrong Side of Road	1	2	0	3	0.4
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	119	17	0	136	16.9
Lost Control	96	32	0	128	15.9
Other Driver Action	8	4	0	12	1.5
Total	464	110	1	575	71.3

Collisions by Severity Where Vehicle Condition was a Major Contributing Factor

Figure 3.3

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	1	0	0	1	0.1
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	4	3	0	7	0.9
Unsecured Load, Spilled Load	2	0	0	2	0.2
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	6	1	0	7	0.9
Total	13	4	0	17	2.1

Major Contributing Factors – Section 3

Collisions by Severity Where Environmental Condition was a Major Contributing Factor

Figure 3.4

Environmental Condition	Property Damage	Personal Injury	Fatal	% of Total Factors	
				Total	Factors
Animal on Roadway	15	5	0	20	2.5
Road Surface or Condition	7	3	0	10	1.2
Obstruction/Debris on Road	3	0	0	3	0.4
View Obstructed, Glare, Reflection	2	0	0	2	0.2
Weather or Other Acts of God	2	0	1	3	0.4
Other Environmental Factor	0	0	0	0	0.0
Total	29	8	1	38	4.7

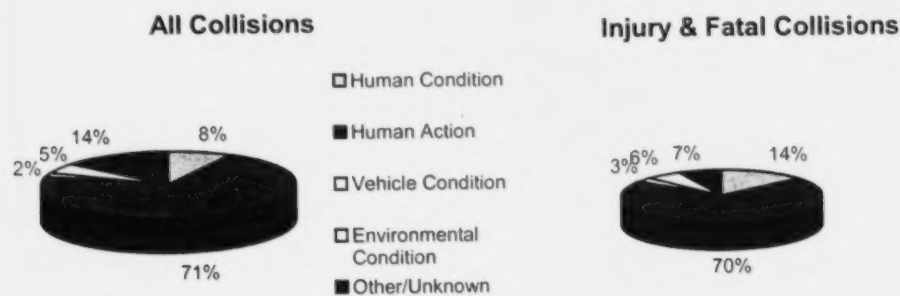
Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown

Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	% of Total Factors	
				Total	Factors
Unspecified	1	0	0	1	0.1
Unknown	100	11	0	111	13.8
Total	101	11	0	112	13.9
Total All Factors	650	154	3	807	100.0

Major Contributing Factors by Collision Severity

Figure 3.6



TAIS recognizes that a collision is usually the result of a chain of events. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. During the analysis of collisions, knowledge of the factors is important. By removing any one of the factors, the collision may be avoided.

An example: Because of inattention, a driver may have failed to see a stop sign behind some trees and thereby reduced his/her stopping time. The car's brakes, being in poor condition, caused the car to spin out of control on ice and collide with another vehicle that was speeding through the intersection. The collision may not have occurred if any of these factors were not present.

Major Contributing Factors – Section 3

Collisions by Road System Where Human Condition was a Major Contributing Factor

Figure 3.7

Human Condition	NWT Highways	In Communities	Rural	% of Total	
				Total	Factors
Fatigued, Fell Asleep	1	0	0	1	0.1
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	21	40	0	61	7.6
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	1	2	0	3	0.4
Other Driver Condition	0	0	0	0	0.0
Total	23	42	0	65	8.1

Collisions by Road System Where Human Action was a Major Contributing Factor

Figure 3.8

Human Action	NWT Highways	In Communities	Rural	% of Total	
				Total	Factors
Following Too Closely	3	31	0	34	4.2
Distracted, Inattentive	17	55	2	74	9.2
Driving Too Fast for Conditions	22	73	0	95	11.8
Improper Turning or Passing	0	20	0	20	2.5
Failed to Yield Right-of-Way	8	53	0	61	7.6
Disobeyed Traffic Control/Officer	2	10	0	12	1.5
Driving on Wrong Side of Road	0	3	0	3	0.4
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	14	120	2	136	16.9
Lost Control	57	69	2	128	15.9
Other Driver Action	2	9	1	12	1.5
Total	125	443	7	575	71.3

Collisions by Road System Where Vehicle Condition was a Major Contributing Factor

Figure 3.9

Vehicle Condition	NWT Highways	In Communities	Rural	% of Total	
				Total	Factors
Defective Brakes	0	1	0	1	0.1
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	3	4	0	7	0.9
Unsecured Load, Spilled Load	1	1	0	2	0.2
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	1	6	0	7	0.9
Total	5	12	0	17	2.1

Major Contributing Factors – Section 3

Collisions by Road System Where Environmental Condition was a Major Contributing Factor

Figure 3.10

Environmental Condition	NWT Highways	In Communities	Rural	Total	% of Total Factors
Animal on Roadway	12	7	1	20	2.5
Road Surface or Condition	2	8	0	10	1.2
Obstruction/Debris on Road	1	2	0	3	0.4
View Obstructed, Glare, Reflection	1	0	1	2	0.2
Weather or Other Acts of God	1	1	1	3	0.4
Other Environmental Factor	0	0	0	0	0.0
Total	17	18	3	38	4.7

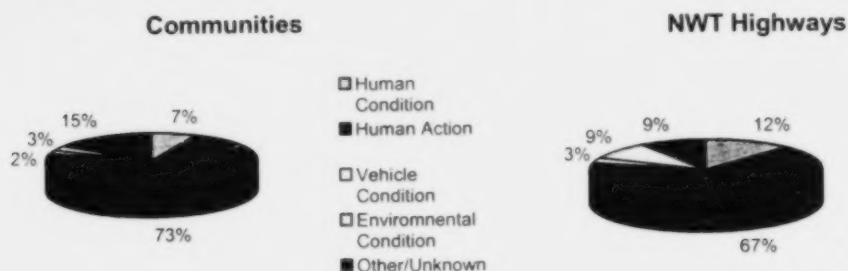
Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown

Figure 3.11

Factor	NWT Highways	In Communities	Rural	Total	% of Total Factors
Unspecified	0	1	0	1	0.1
Unknown	17	93	1	111	13.8
Total	17	94	1	112	13.9
Total All Factors	187	609	11	807	100.0

Major Contributing Factors in Collisions - Communities and NWT Highways

Figure 3.12



Environmental Factors

Contents:

	Page
Figure 4.1 Collisions by Road Surface Type and Severity	21
4.2 Collisions by Road Surface Environmental Condition and Severity	21
4.3 Collisions by Road Defect and Severity	22
4.4 Collisions by Light Condition and Severity	22
4.5 Collisions by Weather Condition and Severity	23
4.6 Collisions by Configuration and Severity	24
4.7 Collisions by Configuration and Road System	25
4.8 Collisions by Collision Site and Severity	26
4.9 Collisions by Collision Site and Road System	26
4.10 Collisions by Roadway Alignment and Severity	26
4.11 Collisions by Roadway Type and Severity	27
4.12 Collisions by Sequence of Events and Severity	27
4.13 Collisions by Sequence of Events and Road System	28

Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions. This section of the report provides a breakdown of collisions for each of the different driving environments by severity and road system.

Figures 4.1 to 4.5 show that most collisions occur under near ideal conditions, such as clear weather, daylight and on a road surface that is free of defects. Figure 4.9 shows that intersection related collisions are far more frequent in communities than in rural areas or on the NWT Highway system.

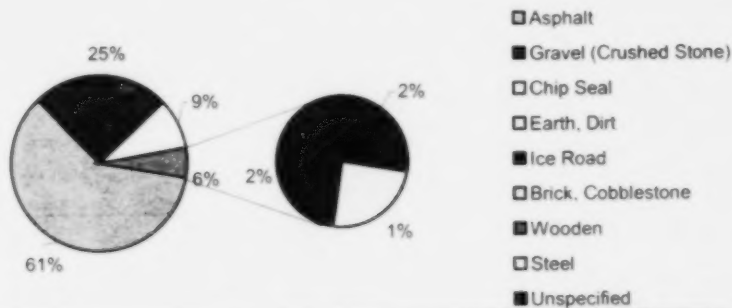
Figures 4.6 and 4.7 provide a breakdown on the types of collisions that occur for both single and multiple vehicle configurations. Figures 4.12 and 4.13 describe some of the events that occur in collisions, such as hitting a fixed or moveable object, overturning and jack-knifing.

Environmental Factors – Section 4

Collisions by Road Surface Type and Severity

Figure 4.1

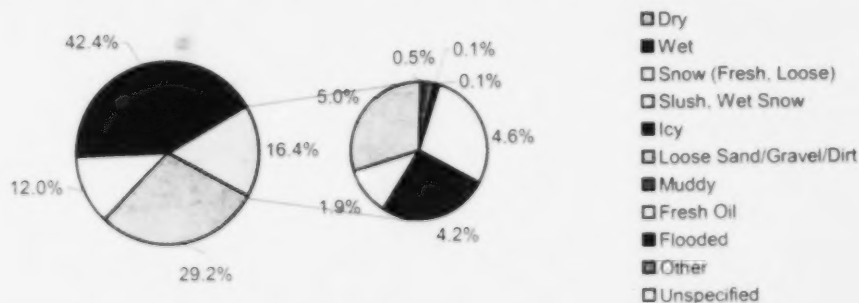
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	410	74	0	484	60.0
Concrete	1	0	0	1	0.1
Gravel (Crushed Stone)	151	51	1	203	25.2
Earth, Dirt	8	3	0	11	1.4
Chip Seal	51	22	1	74	9.2
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	13	4	1	18	2.2
Unspecified	16	0	0	16	2.0
Total	650	154	3	807	100.0



Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	189	47	0	236	29.2
Wet	23	11	0	34	4.2
Snow (Fresh, Loose)	77	19	1	97	12.0
Slush, Wet Snow	9	6	0	15	1.9
Icy	291	49	2	342	42.4
Loose Sand/Gravel/Dirt	24	16	0	40	5.0
Muddy	2	2	0	4	0.5
Fresh Oil	0	1	0	1	0.1
Flooded	0	0	0	0	0.0
Other	1	0	0	1	0.1
Unspecified	34	3	0	37	4.6
Total	650	154	3	807	100

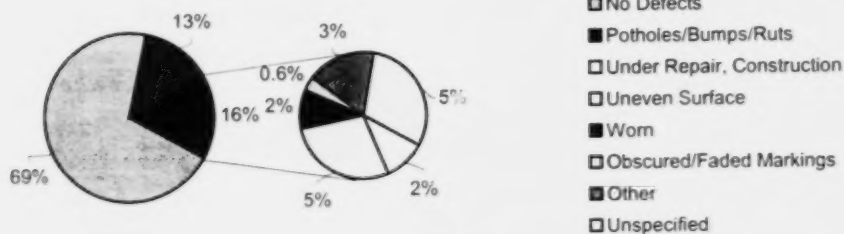


Environmental Factors – Section 4

Collisions by Road Defect and Severity

Figure 4.3

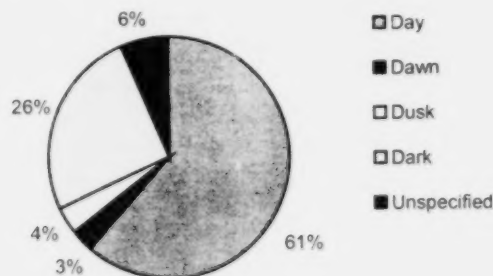
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	465	100	2	567	70.3
Potholes/Bumps/Ruts	70	38	0	108	13.4
Under Repair, Construction	9	5	0	14	1.7
Uneven Pavement Surface	32	5	0	37	4.6
Worn	11	2	0	13	1.6
Obscured or Faded Markings	3	2	0	5	0.6
Other	22	0	1	23	2.9
Unspecified	38	2	0	40	5.0
Total	650	154	3	807	100.0



Collisions by Light Condition and Severity

Figure 4.4

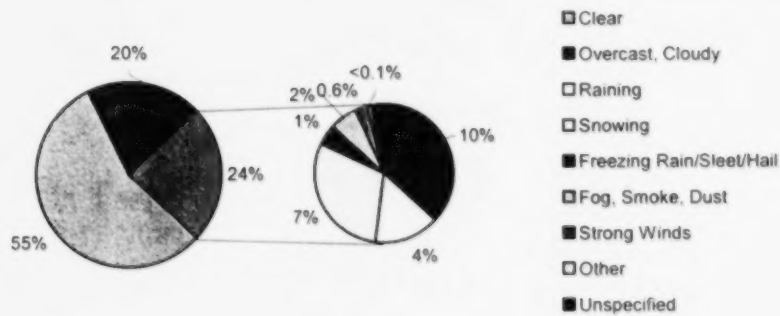
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	392	101	2	495	61.3
Dawn	20	6	0	26	3.2
Dusk	23	6	0	29	3.6
Dark	164	41	1	206	25.5
Unspecified	51	0	0	51	6.3
Total	650	154	3	807	100.0



Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	372	78	0	450	55.8
Overcast, Cloudy (No Precipitation)	127	36	1	164	20.3
Raining	17	12	0	29	3.6
Snowing	46	12	0	58	7.2
Freezing Rain/Sleet/Hail	6	3	0	9	1.1
Visibility Limitations (fog, dust, etc.)	9	3	1	13	1.6
Strong Winds	3	1	1	5	0.6
Other	0	2	0	2	0.2
Unspecified	70	7	0	77	9.5
Total	650	154	3	807	100.0



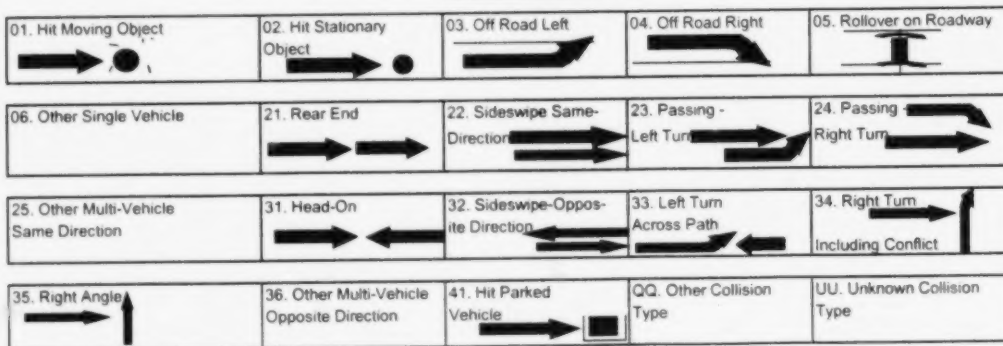
Environmental Factors – Section 4

Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Animal	18	1	0	19	2.4
b) With Pedestrian	0	17	1	18	2.2
c) Other	0	0	0	0	0.0
02. Hit Stationary Object	40	6	0	46	5.7
03. Off Road Left					
a) With Rollover	12	25	0	37	4.6
b) No Rollover	22	7	1	30	3.7
04. Off Road Right					
a) With Rollover	27	21	0	48	5.9
b) No Rollover	28	10	0	38	4.7
05. Rollover on Roadway	3	7	0	10	1.2
06. Other Single Vehicle	1	0	0	1	0.1
21. Rear End	86	18	0	104	12.9
22. Sideswipe - Same Direction	13	0	0	13	1.6
23. Passing - Left Turn	6	1	0	7	0.9
24. Passing - Right Turn	5	0	0	5	0.6
25. Other Multi-Vehicle Same Direction	2	0	0	2	0.2
31. Head-On	6	7	0	13	1.6
32. Sideswipe - Opposite Direction	17	1	0	18	2.2
33. Left Turn Across Path	16	6	0	22	2.7
34. Right Turn Including Conflict	6	2	0	8	1.0
35. Right Angle	89	22	0	111	13.8
36. Other Multi-Vehicle Opposite Direction	25	1	0	26	3.2
41. Hit Parked Vehicle	228	2	1	231	28.6
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	650	154	3	807	100.0

***Collision Configurations**



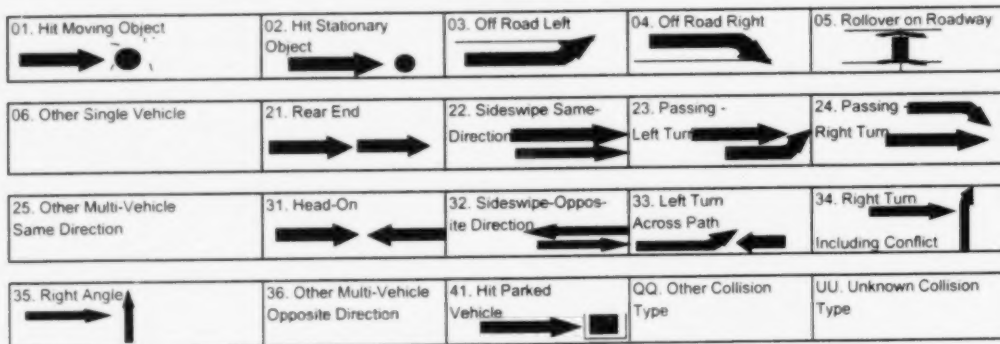
Environmental Factors – Section 4

Collisions by Configuration and Road System

Figure 4.7

Configuration*	NWT Highways	In Communities	Rural	Total	% of Total
01. Hit Moving Object					
a) With Animal	19	0	0	19	2.4
b) With Pedestrian	0	18	0	18	2.2
c) Other	0	0	0	0	0.0
02. Hit Stationary Object	6	38	2	46	5.7
03. Off Road Left					
a) With Rollover	31	5	1	37	4.6
b) No Rollover	23	7	0	30	3.7
04. Off Road Right					
a) With Rollover	42	6	0	48	5.9
b) No Rollover	31	7	0	38	4.7
05. Rollover on Roadway	6	4	0	10	1.2
06. Other Single Vehicle	0	1	0	1	0.1
21. Rear End	11	93	0	104	12.9
22. Sideswipe - Same Direction	2	11	0	13	1.6
23. Passing - Left Turn	3	4	0	7	0.9
24. Passing - Right Turn	0	5	0	5	0.6
25. Other Multi-Vehicle Same Direction	1	1	0	2	0.2
31. Head-On	0	12	1	13	1.6
32. Sideswipe - Opposite Direction	7	8	3	18	2.2
33. Left Turn Across Path	1	21	0	22	2.7
34. Right Turn Including Conflict	0	8	0	8	1.0
35. Right Angle	1	109	1	111	13.8
36. Other Multi-Vehicle Opposite Direction	0	26	0	26	3.2
41. Hit Parked Vehicle	3	225	3	231	28.6
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	187	609	11	807	100.0

*Collision Configurations



Environmental Factors – Section 4

Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	237	95	2	334	41.4
Intersection - Two Public Roadways	146	36	0	182	22.6
Intersection - Parking Lot, Driveway	135	20	1	156	19.3
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	3	1	0	4	0.5
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	118	2	0	120	14.9
Unknown	11	0	0	11	1.4
Total	650	154	3	807	100.0

Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	174	153	7	334	41.4
Intersection - Two Public Roadways	7	175	0	182	22.6
Intersection - Parking Lot, Driveway	3	151	2	156	19.3
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	3	0	1	4	0.5
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	0	119	1	120	14.9
Unknown	0	11	0	11	1.4
Total	187	609	11	807	100.0

Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	455	102	2	559	69.3
Straight with Grade	62	12	0	74	9.2
Curved and Level	51	21	1	73	9.0
Curve with Grade	30	11	0	41	5.1
Top of Hill or Grade	15	3	0	18	2.2
Bottom of Hill or Grade	10	3	0	13	1.6
Other	2	0	0	2	0.2
Unknown	25	2	0	27	3.3
Total	650	154	3	807	100.0

Environmental Factors – Section 4

Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	7	1	0	8	1.0
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	386	125	3	514	63.7
Undivided, Two-Way, Multi Lane	47	13	0	60	7.4
Divided, Barrier Median	0	1	0	1	0.1
Divided with Median, No Barrier	24	9	0	33	4.1
Divided, Divider Unspecified	1	0	0	1	0.1
Other	175	4	0	179	22.2
Unknown	10	1	0	11	1.4
Total	650	154	3	807	100.0

Collision Sequence of Events by Severity

Figure 4.12

	Property Damage	Personal Injury	Fatal	Total	%
Non-Moving Objects					
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	1	0	0	1	0.1
Hit Building	2	0	0	2	0.2
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	1	0	0	1	0.1
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	1	0	0	1	0.1
Hit Utility Pole, Lamp Pole	1	0	0	1	0.1
Hit Curb	0	0	0	0	0.0
Hit Post	4	0	0	4	0.5
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	3	0	0	3	0.4
Hit Fixed Object NOT Part of Road Structure	5	0	0	5	0.6
Hit Other Type Fixed Object	0	1	0	1	0.1
Sub Total Fixed Objects	18	1	0	19	2.4
Moveable Objects					
Another Road Vehicle	499	60	1	560	69.4
Animal	18	1	0	19	2.4
Pedestrian	0	17	1	18	2.2
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	517	78	2	597	74.0
Non-Collision Events					
Ran Off Road	50	17	1	68	8.4
Rollover	42	53	0	95	11.8
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	92	70	1	163	20.2
Other/Unknown Event	23	5	0	28	3.5
Grand Total	650	154	3	807	100.0

Environmental Factors – Section 4

Collision Sequence of Events by Road System

Figure 4.13

	NWT Highways	In Communities	Rural	Total	%
Non-Moving Objects					
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	1	0	1	0.1
Hit Building	0	2	0	2	0.2
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	1	0	1	0.1
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	1	0	1	0.1
Hit Utility Pole, Lamp Pole	0	1	0	1	0.1
Hit Curb	0	0	0	0	0.0
Hit Post	0	4	0	4	0.5
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	2	1	0	3	0.4
Hit Fixed Object NOT Part of Road Structure	0	5	0	5	0.6
Hit Other Type Fixed Object	0	1	0	1	0.1
Sub Total Fixed Objects	2	17	0	19	2.4
Moveable Objects					
Another Road Vehicle	29	523	8	560	69.4
Animal	19	0	0	19	2.4
Pedestrian	0	18	0	18	2.2
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	48	541	8	597	74.0
Non-Collision Events					
Ran Off Road	54	14	0	68	8.4
Rollover	79	15	1	95	11.8
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	133	29	1	163	20.2
Unknown Event	4	22	2	28	3.5
Grand Total	187	609	11	807	100.0

Driver Factors

Contents:

			Page
Figure	5.1	Drivers in Collisions and Relative Risk by Driver Age	31
	5.2	Collision Rates by Severity and Driver Age	31
	5.3	Number of Drivers in Collisions by Licence Class and Age	32
	5.4	Number of Drivers in Collisions by Driver Condition and Age	32
	5.5	Number of Drivers in Collisions by Driver Action and Age	33

Driver Factors

This section describes the characteristics of drivers involved in collisions. In 2002, 1,155 drivers were involved in 807 collisions. This is an average of 1.43 drivers per collision. Details on driver age, gender, condition, action and class of licence is presented.

Of particular interest and concern is the over-representation of young drivers in collisions. Drivers aged 15 to 20 years are 1.5 times as likely to be involved in a collision than drivers aged 35 to 44 years. Crash statistics involving young or inexperienced drivers are useful for developing graduated licensing programs.

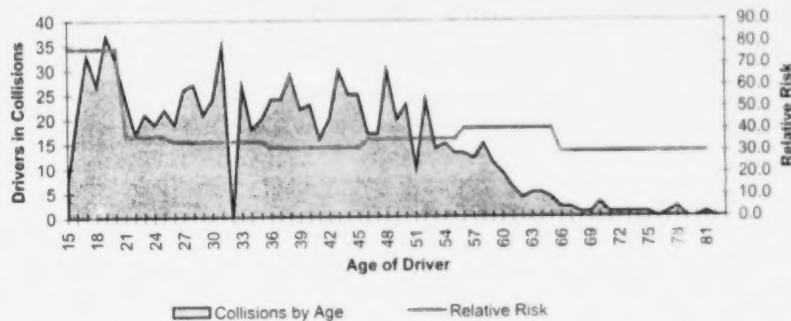
Driver Factors – Section 5

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Under 16	16 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Not Stated	Total
Licensed Drivers	183	1,527	3,055	7,111	7,327	5,458	2,348	739	0	27,748
Drivers in Collisions	19	118	113	247	233	195	95	22	113	1,155

Drivers in Collisions and Relative Risk by Driver Age



Collision Rates (Collisions Per 1,000 Licensed Drivers)
by Severity and Driver Age

Figure 5.2

	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Average Rate
Property Damage	59.6	26.8	28.4	26.2	29.7	32.8	23.0	33.8
Personal Injury & Fatal	17.7	10.1	6.3	5.6	6.0	7.7	6.8	7.9
Total	77.3	37.0	34.7	31.8	35.7	40.5	29.8	41.6
Relative Risk*	1.9	0.9	0.8	0.8	0.9	1.0	0.7	1.0

* Relative Risk = (% of drivers in collisions in age group) / (% of total licence holders in age group)

The age of drivers involved in traffic collisions can form the basis of various analysis and countermeasure programs. The reason for this interest is the over-involvement of young drivers in collisions and the disproportionately large number of charges laid as a result of collisions.

Figure 5.1 shows that the relative risk of drivers between the ages of 15 and 19 are 1.1 times more likely to be involved in a collision than the average driving population. On average, 9% of 15 to 19 year olds were involved in collisions, compared to 3% of 35 to 44 year olds.

Other factors such as exposure, risk, experience, alcohol, and vehicle type must be known to fully understand the relationship of driver age and collision involvement. Studies indicate that the risk of having a collision is a factor of driving experience, not just driver age.

Figure 5.3

Number of Drivers Involved in Collisions by Licence Class and Age

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Req'd. Licence	Not Stated	Total
Under 16	0	0	0	0	0	0	1	15	3	19
16	0	0	0	0	17	0	2	1	1	21
17	0	0	0	0	27	0	2	2	2	33
18	0	0	0	0	24	0	1	0	1	27
19	0	1	1	1	27	0	2	2	2	37
20	1	0	0	1	25	0	1	2	1	32
21-24	3	0	0	0	70	0	2	0	4	81
25-34	19	5	5	25	180	0	3	5	4	247
35-44	25	3	5	25	171	0	0	1	1	233
45-54	28	2	7	16	139	0	0	0	1	195
55-64	16	0	4	9	63	0	0	1	1	95
65 and over	1	0	0	0	21	0	0	0	0	22
Not Stated	0	0	0	0	0	0	0	1	0	113
Drivers in Collisions	93	11	22	77	764	0	14	30	21	1,155
Total Licensed Drivers	1,476	232	755	1,249	22,673	9	1,354	N/A	N/A	27,748
Relative Risk*	1.51	1.14	0.70	1.48	0.81	0.00	0.25	N/A	N/A	1.00

* Relative Risk = (% of Total Collisions in Class)/(% of Total Licence Holders in Class)

Figure 5

Number of Drivers Involved in Collisions by Condition and Age

Driver Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Apparently Normal	6	15	26	16	27	16	53	196	189	169	74	14	0	801	69.4
Fatigued, Fell Asleep	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0.3
Inexperience	10	3	2	3	2	1	3	5	3	1	1	2	0	36	3.1
Under Influence - Alcohol	0	3	5	3	5	6	9	22	9	2	4	1	0	69	6.0
Under Influence - Drugs	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0.2
Sudden Illness, Lost Consciousness	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0.2
Other Condition	1	0	0	0	0	3	1	5	1	4	3	1	0	19	1.6
Unknown	2	0	0	5	3	6	15	18	26	18	13	4	113	223	19.3
Total	19	21	33	27	37	32	81	247	233	195	95	22	113	1,155	
%	1.6	1.8	2.9	2.3	3.2	2.8	7.0	21.4	20.2	16.9	8.2	1.9	9.8		100.0

Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.1

Driver Action											Not Stated		Total	%
	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+		
Driving Properly	1	3	7	6	3	10	22	77	78	69	30	6	312	27.0
Following Too Closely	0	0	1	1	1	0	2	14	9	2	2	0	32	2.8
Distracted, Inattentive	2	3	4	3	5	3	5	13	17	8	11	1	75	6.5
Driving Too Fast	4	3	6	5	5	2	16	28	21	15	10	3	121	10.5
Improper Turning or Passing	0	1	0	0	3	1	1	5	5	7	3	2	28	2.4
Failing to Yield Right of Way	5	0	2	1	2	0	4	11	8	10	3	2	50	4.3
Disobeying Traffic Control/Officer	0	0	0	1	1	4	0	3	1	2	0	0	12	1.0
Driving on Wrong Side of Road	0	2	0	0	0	0	0	0	2	1	0	0	5	0.4
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Backing Unsafely	1	5	5	4	4	2	10	37	28	30	12	3	145	12.6
Lost Control	3	3	4	5	10	6	14	41	42	28	13	4	174	15.1
Other Driver Action	1	0	0	0	0	0	2	7	3	5	6	0	24	2.1
Unknown	2	1	4	1	3	4	5	11	19	18	5	1	177	15.3
Total	19	21	33	27	37	32	81	247	233	195	95	22	1,155	
%	1.6	1.8	2.9	2.3	3.2	2.8	7.0	21.4	20.2	16.9	8.2	1.9	9.8	100.0

Vehicle Factors

Contents:

		Page
Figure	6.1	Number of Vehicles in Collisions by Vehicle Type and Severity 37
	6.2	Number of Vehicles in Collisions by Vehicle Condition and Severity 37
	6.3	Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity 38
	6.4	Number of Vehicles in Collisions by Vehicle Year and Severity 38

Vehicle Factors

There were a total of 1,381 vehicles involved in 807 collisions in 2002. This is an average of 1.71 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

While TAIS gives a fairly accurate account of the different types of vehicles involved in collisions, it is difficult to compare the relative involvement rate. For example, a highway transport truck, on average, travels 10 times more distance in a year than a passenger car. It is, therefore, necessary to determine the exposure of different types of vehicles. Obtaining accurate and useful information about the travel patterns and distances of different vehicles is a major challenge.

Vehicle Factors – Section 6

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Passenger Car	340	72	0	412	29.8
Passenger Van	133	19	0	152	11.0
Light Utility Vehicle	119	27	1	147	10.6
Pickup Truck	387	62	1	450	32.6
Panel/Cargo Van	32	3	0	35	2.5
Other Truck/Van <= 4536 kg	7	2	0	9	0.7
Unit Truck > 4536 kg	9	1	0	10	0.7
Road Tractor	23	1	1	25	1.8
School Bus	3	0	0	3	0.2
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	1	0	0	1	0.1
Intercity Bus	1	0	0	1	0.1
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	0	2	0	2	0.1
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	1	2	0	3	0.2
Bicycle	0	5	0	5	0.4
Motor Home	1	0	0	1	0.1
Farm Equipment	0	0	0	0	0.0
Construction Equipment	4	1	0	5	0.4
Fire Engine	0	0	0	0	0.0
Snowmobile	7	18	1	26	1.9
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	92	2	0	94	6.8
Total	1160	217	4	1381	100.0

Number of Vehicles in Collisions by Vehicle Condition and Severity

Figure 6.2

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	%
No Apparent Defect	948	178	2	1128	81.7
Defective Brakes	2	1	0	3	0.2
Defective Steering	1	0	0	1	0.1
Defective Lighting	2	0	0	2	0.1
Tire Blown Out	2	4	0	6	0.4
Unsecured Load, Spilled Load	2	0	0	2	0.1
Oversized Load, Overload	1	0	0	1	0.1
Visibility Obstructed	4	0	0	4	0.3
Other Defective Vehicular Parts	8	3	0	11	0.8
Other Vehicular Factor	3	3	1	7	0.5
Unknown	187	28	1	216	15.6
Total	1160	217	4	1381	100.0

Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity

Figure 6.3

Vehicle Manoeuvre	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	328	121	1	450	32.6
Turning Left	56	21	0	77	5.6
Turning Right	53	5	0	58	4.2
Making U-Turn	3	0	0	3	0.2
Changing Lanes	8	0	0	8	0.6
Merging	3	0	0	3	0.2
Reversing	161	5	1	167	12.1
Overtaking	10	4	0	14	1.0
Negotiating Curve	48	21	1	70	5.1
Slowing or Stopped in Traffic	138	24	0	162	11.7
Starting in Traffic	3	1	0	4	0.3
Leaving Roadside	2	0	0	2	0.1
Stopped/Parked Legally	231	2	1	234	16.9
Stopped/Parked Illegally	4	0	0	4	0.3
Swerving to Avoid Collision	10	9	0	19	1.4
Run-away or Roll-away Vehicle	6	0	0	6	0.4
Unspecified Manoeuvre	2	2	0	4	0.3
Other	0	0	0	0	0.0
Unknown	94	2	0	96	7.0
Total	1160	217	4	1381	100.0

Number of Vehicles in Collisions by Vehicle Year and Severity

Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2003	9	0	0	9	0.7
2002	125	20	0	145	10.5
2001	128	23	1	152	11.0
2000	119	29	0	148	10.7
1999	86	16	0	102	7.4
1998	73	11	0	84	6.1
1997	68	8	0	76	5.5
1996	59	13	0	72	5.2
1995	53	11	0	64	4.6
1994	44	10	0	54	3.9
1993	37	7	0	44	3.2
1992	38	7	1	46	3.3
1991 & Older	218	46	1	265	19.2
Unspecified	103	16	1	120	8.7
Total	1160	217	4	1381	100.0

Victims and Occupant Restraints

Contents:

	Page
Figure 7.1 Fatalities Classification	41
7.2 Injuries Classification	41
7.3 Persons Injured by Road User Class and Age Group	42
7.4 Persons Killed by Road User Class and Age Group	42
7.5 Persons Injured or Killed by Road User Class and Gender	42
7.6 Motor Vehicle Occupants by Injury Severity and Restraint Use	43
7.7 Restraints Used/Not Used	43
7.8 Motor Vehicle Occupants by Injury Severity and Age Group	44
7.9 Victim Restraint Use Rate by Victim Age	44

Victims and Occupant Restraints

The Traffic Accident Information System (TAIS) attempts to capture information on all road users involved in collisions, whether they are injured or not. This data can be used to calculate exposure rates for road users by injury severity, age, road user class, gender and many other variables.

Figures 7.6, 7.7 and 7.8 show the relationships between the severity of injury to motor vehicle occupants and seat belt use. The severity of injury is lower for victims using seat belts. In the Northwest Territories, 90% of victims wearing seat belts were not injured. On the other hand, nearly 20% of the victims who were not wearing seat belts were injured.

The proper use of seat belts is an important factor when evaluating their effectiveness in reducing or preventing injuries. This is especially true of young children and the use of child restraints. In the Northwest Territories, less than 35% of children are restrained. It is estimated that only half of these children are in a correctly installed device or one that is appropriate for the size and age of the child.

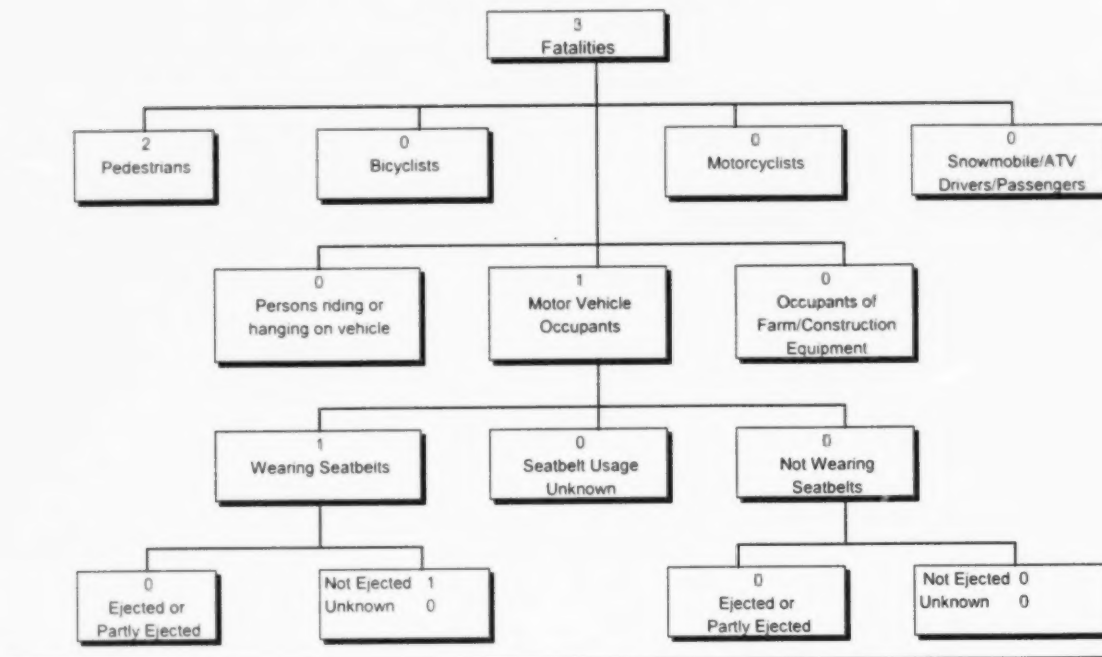
To combat the problem of child restraint misuse-use, child car seat inspection clinics are carried out by the Hay River, Inuvik and Yellowknife Fire Departments. The Car Seat Instructors Program is available to increase the number of qualified persons to conduct inspections at clinics and at occupant restraint checkstops.

For more information on the Car Seat Instructors Program, please call the Department of Transportation, Road Licensing and Safety Division at (867) 873-7406.

Victims and Occupant Restraints – Section 7

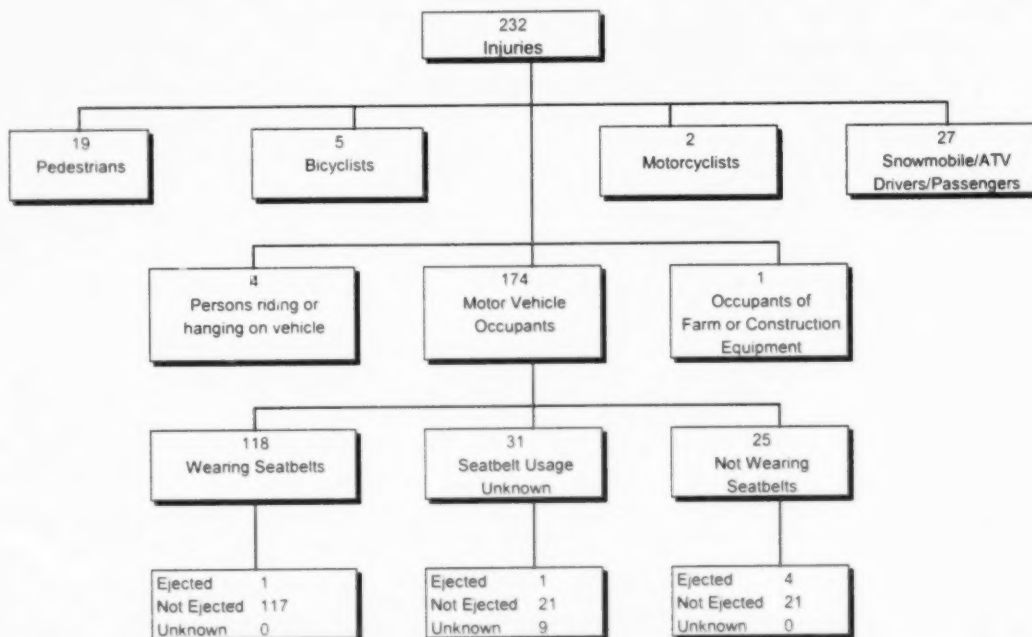
Fatalities Classification
(January 1 to December 31, 2002)

Figure 7.1



Injuries Classification
(January 1 to December 31, 2002)

Figure 7.2



Victims and Occupant Restraints – Section 7

Persons Injured by Road User Class and Age Group

Figure 7.3

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	1	9	15	25	22	19	8	2	0	101	43.5
Motor Vehicle Passenger	6	6	17	18	9	8	5	2	2	4	77	33.2
Pedestrian	0	4	3	2	1	3	1	1	3	1	19	8.2
Bicyclist	0	4	0	0	0	0	0	1	0	0	5	2.2
Motorcyclist (includes passengers)	0	0	0	0	0	0	2	0	0	0	2	0.9
ATV Operators & Passengers	0	0	3	2	0	0	0	0	0	0	5	2.2
Snowmobile Operators & Passengers	0	9	7	2	3	1	0	0	0	0	22	9.5
Farm/Construction Equipment	0	0	0	1	0	0	0	0	0	0	1	0.4
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	6	24	39	40	38	34	27	12	7	5	232	100.0

Persons Killed by Road User Class and Age Group

Figure 7.4

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	0	0	0	0	0	0	1	0	0	1	33.3
Motor Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0.0
Pedestrian	0	0	0	0	0	1	0	0	1	0	2	66.7
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcyclist (includes passengers)	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Snowmobile Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	0	0	0	1	0	1	1	0	3	100.0

Persons Injured or Killed by Road User Class and Gender

Figure 7.5

Road User Class	Persons Injured				Persons Killed			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Motor Vehicle Driver	60	41	0	101	1	0	0	1
Motor Vehicle Passenger	32	44	1	77	0	0	0	0
Pedestrian	10	9	0	19	1	1	0	2
Bicyclist	4	1	0	5	0	0	0	0
Motorcyclist (includes passengers)	2	0	0	2	0	0	0	0
ATV Operators & Passengers	3	2	0	5	0	0	0	0
Snowmobile Operators & Passengers	12	10	0	22	0	0	0	0
Farm/Construction Equipment	1	0	0	1	0	0	0	0
Other	0	0	0	0	0	0	0	0
Unspecified	0	0	0	0	0	0	0	0
Total	124	107	1	232	2	1	0	3

Victims and Occupant Restraints – Section 7

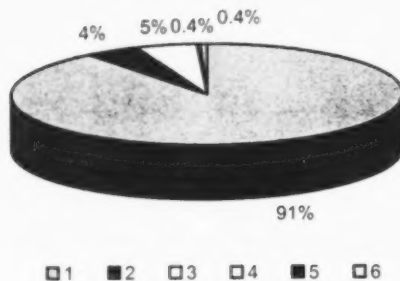
Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	123	34	992	25	392	1566	89.7
Minimal Injuries	14	0	48	4	9	75	4.3
Minor Injuries	12	2	54	0	13	81	4.6
Major (Hospital Admission)	3	1	4	0	6	14	0.8
Fatal	0	0	1	0	0	1	0.1
Injured - Extent Unknown	0	0	5	0	3	8	0.5
Total	152	37	1104	29	423	1745	100.0

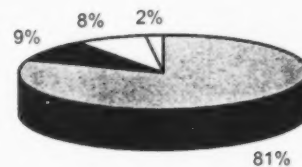
* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

Restraints Used



Restraints Not Used

Figure 7.7



Note: The totals used to calculate the percentages in Figures 7.2 and 7.3 do not include occupants where seat belt use was coded as "unknown".

Injury Classification

- 1 Not Injured - no visible signs or any complaint of injury
- 2 Minor - minor complaint of injury by victim, but no medical treatment required
- 3 Moderate - an injury requiring medical attention but not serious enough to require hospital admission
- 4 Major - an injury serious enough to require hospital admission
- 5 Fatal - death within 30 days as a result of injuries incurred in the traffic collision
- 6 Injured- Extent Unknown - victim sustained injuries, precise extent unknown

Victims and Occupant Restraints – Section 7

Motor Vehicle* Occupants by Injury Severity & Age Group

Figure 7.8

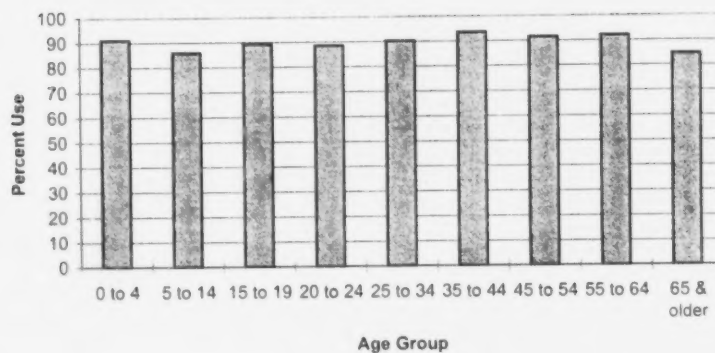
Restraints Used										
Injury Severity	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated
Not Injured	36	56	159	109	215	182	161	72	19	42
Minimal Injuries	4	2	11	6	8	9	10	2	0	0
Minor Injuries	0	3	4	7	16	12	6	5	2	1
Major (Hospital Admission)	0	0	0	1	0	0	3	0	1	0
Fatal	0	0	0	0	0	0	0	1	0	0
Injured - Extent Unknown	0	0	0	1	1	1	2	0	0	0
Total	40	61	174	124	240	204	182	80	22	43
										1170

Restraints Not Used										
Injury Severity	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated
Not Injured	2	8	17	9	20	12	17	4	3	31
Minimal Injuries	1	0	2	6	3	1	0	0	0	1
Minor Injuries	1	2	2	1	2	0	0	2	1	1
Major (Hospital Admission)	0	0	0	0	1	1	0	1	0	0
Fatal	0	0	0	0	0	0	0	0	0	0
Injured - Extent Unknown	0	0	0	0	0	0	0	0	0	0
Total	4	10	21	16	26	14	17	7	4	33
										152

* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

Victim Restraint Use Rate by Victim Age

Figure 7.9



Pedestrians

Contents:

	Page
Figure 8.1 Pedestrians Injured or Killed by Age Group	47
8.2 Pedestrians Injured or Killed by Pedestrian Action and Age Group	47
8.3 Pedestrians Injured or Killed by Place of Occurrence and Injury Severity	47
8.4 Pedestrians Injured or Killed by Accident Site	48
8.5 Pedestrians Injured or Killed by Pedestrian Condition	48

Pedestrians

2002 Quick Facts on Pedestrian Collisions

- 19 injured
- 2 killed
- 19% of the pedestrians injured were under the age of 15
- 90% of the pedestrians were killed or injured within a community
- 19% of pedestrians had been drinking or were impaired by alcohol

Figure 8.1
Pedestrians Injured or Killed by Age Group

	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Injured	0	4	3	2	1	3	1	1	3	1	19	90.5
Killed	0	0	0	0	0	1	0	0	1	0	2	9.5
Total	0	4	3	2	1	4	1	1	4	1	21	
%	0.0	19.0	14.3	9.5	4.8	19.0	4.8	4.8	19.0	4.8	100.0	

Figure 8.2
Pedestrians Injured or Killed by Pedestrian Action and Age Group

	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Pedestrian Action												
Crossing Intersection With Traffic Control, With Right-of-Way	0	3	0	0	1	1	1	0	0	0	6	28.6
Crossing Intersection With Traffic Control, Without Right-of-Way	0	1	0	0	0	0	0	1	0	0	2	9.5
Crossing Intersection - No Traffic Control	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway at Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway Not at Intersection	0	0	0	0	0	1	0	0	0	0	1	4.8
Walking Along Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking Along Roadway With Traffic	0	0	1	0	0	0	0	0	1	0	2	9.5
On Sidewalk, Median, Safety Zone	0	0	1	0	0	0	0	0	0	1	2	9.5
Walking on Travelled Part of Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Parked Vehicle/Object on Roadside	0	0	0	0	0	0	0	0	2	0	2	9.5
Coming from Behind Moving Vehicle	0	0	0	0	0	0	0	0	0	0	0	0.0
Running into Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0.0
Getting On/Off Other Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.0
Pushing Vehicle on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Vehicle on Side of Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Playing on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Roadway	0	0	0	0	0	2	0	0	0	0	2	9.5
Lying on Road	0	0	0	1	0	0	0	0	0	0	1	4.8
Other	0	0	1	1	0	0	0	0	0	0	2	9.5
Unknown	0	0	0	0	0	0	0	0	1	0	1	4.8
Total	0	4	3	2	1	4	1	1	4	1	21	100.0

Pedestrians – Section 8

Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	Killed	Injured	Total	%
Urban	1	18	19	90.5
Rural	1	1	2	9.5
Unspecified	0	0	0	0.0
Total	2	19	21	100.0

Pedestrians Injured or Killed by Accident Site

Figure 8.4

Accident Site	Killed	Injured	Total	%
Non-Intersection	1	10	11	52.4
At Intersection of At Least Two Roadways	0	7	7	33.3
Intersection With Parking Lot/Driveway/Alley	1	1	2	9.5
Railroad Level Crossing	0	0	0	0.0
Bridge/Overpass/Viaduct	0	0	0	0.0
Tunnel or Underpass	0	0	0	0.0
Passing Lane/Climbing Lane	0	0	0	0.0
Other	0	1	1	4.8
Unspecified	0	0	0	0.0
Total	2	19	21	100.0

Pedestrians Injured or Killed by Pedestrian Condition

Figure 8.5

Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	0	9	9	42.9
Had Been Drinking	0	4	4	19.0
Impaired by Alcohol	0	0	0	0.0
Unknown	2	6	8	38.1
Total	2	19	21	100.0

Alcohol

Contents:

		Page
Figure	9.1 Drinking Drivers in Collisions by Driver Age and Gender	51
	9.2 Collisions Involving Alcohol by Day of Week	51
	9.3 Percentage of Collisions Involving Alcohol by Year and Severity	51
	9.4 Number of Collisions and Victims Involving Alcohol	51
	9.5 Number of Alcohol Related Collisions by Time of Day	52
	9.6 Injury Severity by Alcohol Involvement	52
	9.7 Alcohol-Involved Collisions by Month	52

Alcohol

In 2002, there were 67 collisions involving alcohol in the Northwest Territories, resulting in 59 injuries. From the figures presented, the facts below should be noted:

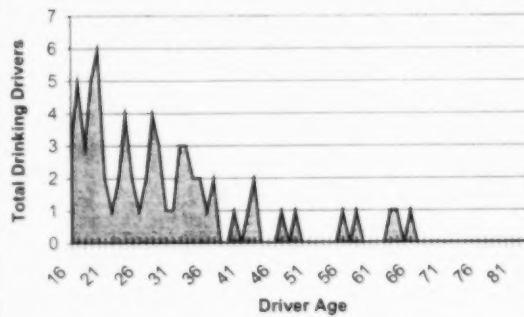
- Alcohol was a factor in 8% of all collisions;
- 6% of drivers involved in collisions had been drinking or were impaired by alcohol;
- 45% of drinking drivers were between the ages of 25 and 44;
- Alcohol-related crashes are more frequent during the late evening or early morning, on weekends and are more likely to take place during the summer months;
- Alcohol was a factor in 25% of all traffic casualties.

Drinking Drivers in Collisions by Driver Age and Gender

Figure 9.1

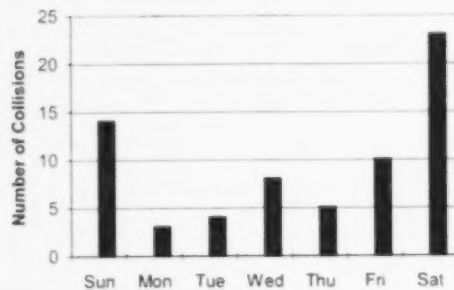
Driver Age	Male	Female	Not Stated	Total Drinking Drivers
Under 16	0	0	0	0
16	2	1	0	3
17	5	0	0	5
18	2	1	0	3
19	4	1	0	5
20	5	1	0	6
21 to 24	6	3	0	9
25 to 34	19	3	0	22
35 to 44	6	3	0	9
45 to 54	2	0	0	2
55 to 64	4	0	0	4
65 & Older	1	0	0	1
Not Stated	0	0	0	0
Total	56	13	0	69

Drinking Drivers by Driver Age



Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



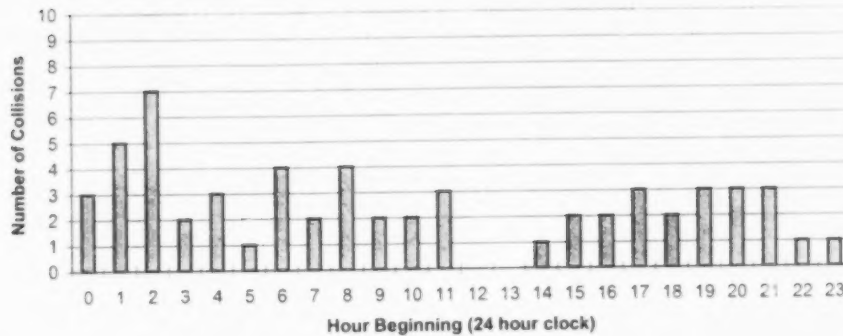
Number of Collisions and Victims Involving Alcohol

Figure 9.4

Number of Collisions						Number of Victims				
	Property Damage	Personal Injury	Fatal	Total	% of Total Collisions	Injured	Killed	Total	% of Total Victims	
Year										
1992	50	38	3	91	10.5	59	3	62	23.3	
1993	38	35	1	74	10.9	67	1	68	23.7	
1994	32	34	0	66	8.9	51	0	51	20.9	
1995	33	41	0	74	10.9	62	0	62	27.2	
1996	25	28	8	61	9.6	50	8	58	26.7	
1997	33	28	1	62	10.3	43	1	44	19.2	
1998	31	27	2	60	10.2	45	2	47	23.7	
1999	29	21	3	53	7.7	54	5	59	20.8	
2000	41	18	1	60	8.8	30	3	33	17.6	
2001	27	21	0	48	6.7	36	0	36	17.3	
2002	36	31	0	67	8.3	59	0	59	25.1	
Average	34	29	2	65	9.4	51	2	53	22.3	

Number of Alcohol Related Collisions by Time of Day

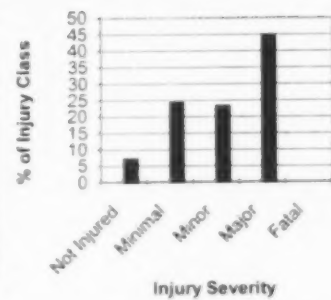
Figure 9.5



Injury Severity by Alcohol Involvement

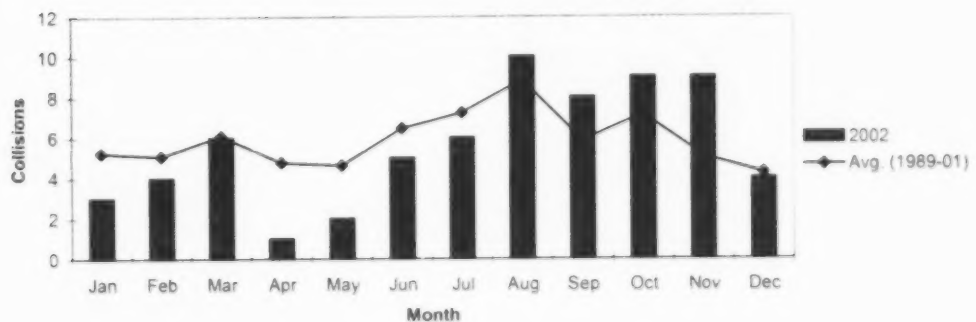
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	112	1,476	1588	7.1
Minimal Injuries	23	72	95	24.2
Minor	24	80	104	23.1
Major	8	10	18	44.4
Fatal	0	3	3	0.0
Injured - Extent Unknown	4	11	15	26.7
Total	171	1652	1823	9.4



Alcohol-Involved Collisions by Month

Figure 9.7



Off-Road Vehicles

Contents:

	Page
Figure 10.1 Off-Road Vehicle Collisions by Month and Severity	55
10.2 Off-Road Vehicle Collisions by Vehicle Type	55
10.3 Off-Road Vehicle Drivers in Collisions by Driver Age and Gender	56
10.4 Off-Road Vehicle Collisions by Severity and Driver Condition	56
10.5 Off-Road Vehicle Collisions by Severity and Driver Action	57
10.6 Off-Road Vehicle Occupants by Injury Severity and Helmet Use	57

Off-Road Vehicles

Off-road vehicles, including snowmobiles and All-Terrain Vehicles (ATVs) are a common form of transportation throughout the Northwest Territories. The NWT is unique in that these types of vehicles are permitted to operate on roadways in communities. Despite their widespread use, relatively little is known about collisions involving snowmobiles and ATVs. Part of the problem lies with under-reporting to the police. Only those collisions that occur on or adjacent to a roadway are captured by TAIS. This section attempts to describe the details of collisions with off-road vehicles.

From the figures presented on the following pages, the facts below should be noted:

- 70% of off-road vehicle collisions result in injuries or death
- 75% of off-road vehicle drivers involved in collisions are 24 years of age or younger
- 22% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol
- only 24% of off-road vehicle drivers or passengers in collisions were wearing helmets
- nearly 90% of off-road vehicles involved in collisions were snowmobiles
- no collisions involving off-road vehicles were reported in May, June, July, and August

Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

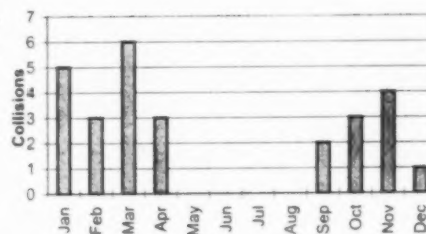
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	2	3	0	5	4	0
February	2	0	1	3	1	1
March	3	3	0	6	4	0
April	1	2	0	3	4	0
May	0	0	0	0	0	0
June	0	0	0	0	0	0
July	0	0	0	0	0	0
August	0	0	0	0	0	0
September	0	2	0	2	5	0
October	0	3	0	3	3	0
November	0	4	0	4	7	0
December	0	1	0	1	2	0
Total	8	18	1	27	30	1

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
Total Victims	22	5	27
Killed	0	0	0
Injured	22	5	27
Total Vehicles Involved	26	3	29
Fatal	1	0	1
Injury	18	2	20
Property Damage	7	1	8

Off-Road Vehicle Collisions by Month



Off-Road Vehicle Drivers in Collisions by Driver Age and Gender

Figure 10.3

Age Group	Snowmobile			ATV			Total	%
	Male	Female	Unknown	Male	Female	Unknown		
0 to 4	0	0	0	0	0	0	0	0.0
5 to 14	5	2	0	0	0	0	7	25.0
15 to 19	6	3	0	1	1	0	11	39.3
20 to 24	2	0	0	1	0	0	3	10.7
25 to 34	4	1	0	0	0	0	5	17.9
35 to 44	1	0	0	0	0	0	1	3.6
45 to 54	0	0	0	0	0	0	0	0.0
55 to 64	0	0	0	0	0	0	0	0.0
65 & Over	0	0	0	0	0	0	0	0.0
Unknown	0	0	1	0	0	0	1	3.6
Total	18	6	1	2	1	0	28	100.0

Off-Road Vehicle Collisions by Severity and Driver Condition

Figure 10.4

Driver Condition	Property Damage	Personal Injury	Fatal	Total	%
Apparently Normal	3	8	0	11	39.3
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	3	3	0	6	21.4
Under Influence - Alcohol	2	4	0	6	21.4
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Condition	0	2	0	2	7.1
Unknown	0	3	0	3	10.7
Total	8	20	0	28	100.0

Off-Road Vehicle Collisions by Severity and Driver Action

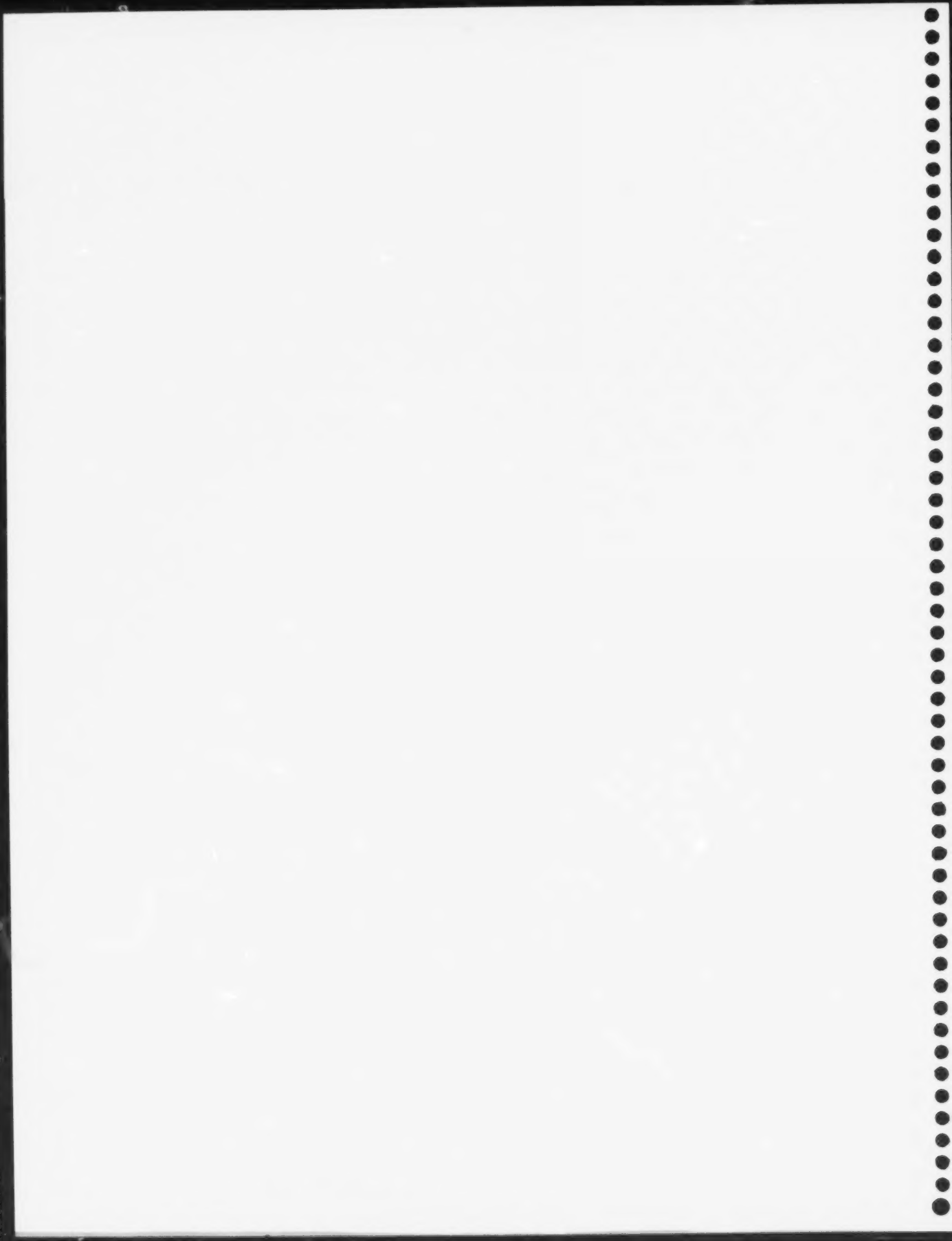
Figure 10.5

Driver Action	Property Damage	Personal Injury	Fatal	Total	%
Driving Properly	0	3	0	3	10.7
Following Too Closely	0	0	0	0	0.0
Distracted, Inattentive	0	2	0	2	7.1
Driving Too Fast for Conditions	1	8	0	9	32.1
Improper Turning or Passing	0	0	0	0	0.0
Failed to Yield Right-of-Way	3	1	0	4	14.3
Disobeyed Traffic Control or Officer	0	1	0	1	3.6
Driving on Wrong Side of Road	0	1	0	1	3.6
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	0	0	0	0.0
Lost Control	4	2	0	6	21.4
Other	0	0	0	0	0.0
Unknown	0	2	0	2	7.1
Total	8	20	0	28	100.0

Off-Road Vehicle Occupants by Injury Severity and Helmet Use

Figure 10.6

Injury Severity	Helmet Worn	Helmet Not Worn	Unknown	Total	%
Not Injured	4	12	4	20	42.6
Minimal Injuries	3	5	1	9	19.1
Minor Injuries	2	9	2	13	27.7
Major (Hospital Admission)	0	2	1	3	6.4
Fatal	0	0	0	0	0.0
Injured - Extent Unknown	0	1	1	2	4.3
Total	9	29	9	47	100.0



Geographic Distribution

Contents:

	Page
Figure 11.1 Collisions by Region, RCMP Detachment and Severity	61
11.2 Collision Rates by Region and RCMP Detachment	62
11.3 Collisions on the NWT Highway System	63
11.4 Collisions on the NWT Highway System – Map	68
11.5 Collision Rates on the NWT Highway System – Map	69

Geographic Distribution

Figure 11.1 is a detailed summary of collisions by Region, RCMP detachment and severity. Sixty percent of collisions took place in the North Slave Region. The North Slave Region also accounted for 46% of persons injured. Two thirds of fatalities took place in the Inuvik Region. Figure 11.2 shows collision rates per 100 licensed drivers, registered vehicles and population by Region and RCMP detachment.

Figure 11.3 describes collisions that occurred on the NWT Highway system. Collisions are summarized by location (along numbered highways), date, severity, configuration, and the number of persons injured and killed. Highway 3 (Yellowknife Highway) accounted for 34% of the collisions occurring on the numbered highway system.

Figure 11.4 is a map showing the number of collisions on various segments of the NWT Highway system, including access and winter roads. Figure 11.5 is a map showing the corresponding collision rates expressed in the number of collisions per million vehicle-kilometres of travel.

Geographic Distribution – Section 11

Collisions by Region, RCMP Detachment and Severity

Figure 11.1

A - Inuvik Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Aklavik	1	1	0	2	1	0
Deline	0	0	0	0	0	0
Fort Good Hope	1	3	0	4	12	0
Fort McPherson	16	8	0	24	18	0
Holman	1	0	0	1	0	0
Inuvik	78	20	0	98	25	0
Norman Wells	4	2	0	6	2	0
Sachs Harbour	0	0	0	0	0	0
Tuktoyaktuk	4	0	2	6	1	2
Tulita	0	1	0	1	2	0
Sub Total Inuvik Region	105	35	2	142	61	2

B - Fort Simpson Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	14	4	0	18	6	0
Fort Simpson	21	7	0	28	11	0
Sub Total Fort Simpson Region	35	11	0	46	17	0

C - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	58	15	0	73	25	0
Fort Providence	21	6	0	27	10	0
Fort Resolution	4	4	0	8	6	0
Fort Smith	22	7	0	29	7	0
Lutsel K'e	1	0	0	1	0	0
Sub Total South Slave Region	106	32	0	138	48	0

D - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Rae/Wha Ti	30	22	1	53	28	1
Yellowknife	374	54	0	428	78	0
Sub Total North Slave Region	404	76	1	481	106	1

Total - All Regions	650	154	3	807	232	3
--------------------------------	------------	------------	----------	------------	------------	----------

Geographic Distribution – Section 11

Collision Rates by Region and RCMP Detachment

Figure 11.2

A - Inuvik Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2002 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Aklavik	2	214	99	689	0.93	2.02	0.29
Deline	0	178	69	618	0.00	0.00	0.00
Fort Good Hope	4	228	102	835	1.75	3.92	0.48
Fort McPherson	24	266	216	1,100	9.02	11.11	2.18
Holman	1	104	104	462	0.96	0.96	0.22
Inuvik	98	2,448	2,226	3,504	4.00	4.40	2.80
Norman Wells	6	660	811	850	0.91	0.74	0.71
Sachs Harbour	0	50	40	162	0.00	0.00	0.00
Tuktoyaktuk	6	449	353	1,281	1.34	1.70	0.47
Tulita	1	156	99	465	0.64	1.01	0.22
Sub Total							
Inuvik Region	142	4,753	4,119	9,966	2.99	3.45	1.42

B - Fort Simpson Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2002 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Fort Liard	18	256	278	558	7.03	6.47	3.23
Fort Simpson	28	913	964	1,646	3.07	2.90	1.70
Sub Total							
Fort Simpson Region	46	1,169	1,242	2,204	3.93	3.70	2.09

C - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2002 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Hay River	73	3,147	6,245	3,887	2.32	1.17	1.88
Fort Providence	27	303	328	805	8.91	8.23	3.35
Fort Resolution	8	254	216	557	3.15	3.70	1.44
Fort Smith	29	1,674	1,714	2,394	1.73	1.69	1.21
Lutsel K'e	1	94	35	417	1.06	2.86	0.24
Sub Total							
South Slave Region	138	5,472	8,538	8,060	2.52	1.62	1.71

D - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2002 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Rae/Wha Ti	53	1,132	792	2,840	4.68	6.69	1.87
Yellowknife	428	15,222	16,278	18,109	2.81	2.63	2.36
Sub Total							
North Slave Region	481	16,354	17,070	20,949	2.94	2.82	2.30

Total - All Regions	807	27,748	30,969	41,400	2.91	2.61	1.95
----------------------------	------------	---------------	---------------	---------------	-------------	-------------	-------------

[1] Number of registered vehicles and licensed drivers are as of December 31, 2002.

[2] 2002 population from NWT Bureau of Statistics July 1 estimate published in "Quarterly Report", June 2003.

Geographic Distribution – Section 11

Collisions on the NWT Highway System

Figure 11.3

Highway #1 (Mackenzie)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	20.0	7 Jan 2002	Property Damage	Single Vehicle Rollover	0	0
	42.8	5 Aug 2002	Injury	Single Vehicle Rollover	1	0
	48.0	30 Jun 2002	Property Damage	Ran Off Road - Left	0	0
	81.8	22 Dec 2002	Injury	Ran Off Road - Right	2	0
	82.0	2 Mar 2002	Property Damage	Ran Off Road - Right	0	0
	125.5	23 Dec 2002	Property Damage	Collision with Fixed Object	0	0
	144.0	1 Jul 2002	Injury	Ran Off Road - Left	2	0
	173.8	26 Aug 2002	Property Damage	Single Vehicle Rollover	0	0
	182.0	14 Oct 2002	Property Damage	Ran Off Road - Left	0	0
	234.0	25 Oct 2002	Injury	Single Vehicle Rollover	1	0
	271.0	11 Aug 2002	Property Damage	Ran Off Road - Left	0	0
	277.3	25 Sep 2002	Injury	Single Vehicle Rollover	5	0
	311.0	28 Jul 2002	Injury	Single Vehicle Rollover	2	0
	324.5	7 Aug 2002	Property Damage	Animal Strike	0	0
	340.0	17 Jul 2002	Injury	Single Vehicle Rollover	2	0
	343.0	19 Aug 2002	Injury	Single Vehicle Rollover	1	0
	397.0	7 Jun 2002	Injury	Single Vehicle Rollover	1	0
	446.0	17 Aug 2002	Property Damage	Sideswipe - Opposite Direction	0	0
	489.8	27 May 2002	Injury	Ran Off Road - Right	2	0
	572.0	8 Feb 2002	Property Damage	Single Vehicle Rollover	0	0
	684.0	17 Jun 2002	Property Damage	Ran Off Road - Right	0	0

Summary Highway #1	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	11	10	0	21	19	0

Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	5.0	9 Oct 2002	Injury	Single Vehicle Rollover	1	0
	13.8	6 Nov 2002	Property Damage	Single Vehicle Rollover	0	0
	19.5	19 Dec 2002	Property Damage	Single Vehicle Rollover	0	0
	23.0	2 Aug 2002	Property Damage	Animal Strike	0	0
	26.0	16 Jul 2002	Injury	Passing - Left Turn	1	0
	29.0	10 Jun 2002	Injury	Rear End	1	0
	34.0	13 Feb 2002	Property Damage	Ran Off Road - Right	0	0
	35.0	7 Sep 2002	Property Damage	Collision with Fixed Object	0	0
	37.0	13 Dec 2002	Property Damage	Right Angle	0	0
	37.6	21 Dec 2002	Property Damage	Ran Off Road - Right	0	0
	38.8	18 Aug 2002	Property Damage	Rear End	0	0
	40.2	16 Nov 2002	Property Damage	Ran Off Road - Left	0	0
	42.3	8 Nov 2002	Property Damage	Ran Off Road - Right	0	0

Summary Highway #2	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	10	3	0	13	3	0

Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	17.2	3 Jan 2002	Property Damage	Rear End	0	0
	17.2	4 Jul 2002	Property Damage	Collision with Parked Vehicle	0	0
	23.4	28 Sep 2002	Property Damage	Passing - Left Turn	0	0
	26.4	30 Jun 2002	Injury	Ran Off Road - Left	1	0
	26.9	3 Sep 2002	Property Damage	Animal Strike	0	0
	37.0	3 Dec 2002	Property Damage	Animal Strike	0	0
	39.0	2 Apr 2002	Property Damage	Animal Strike	0	0
	41.0	17 Feb 2002	Injury	Single Vehicle Rollover	1	0
	41.4	4 Mar 2002	Property Damage	Ran Off Road - Left	0	0
	45.9	16 Nov 2002	Injury	Single Vehicle Rollover	1	0
	48.9	6 Feb 2002	Property Damage	Rear End	0	0
	49.0	7 Sep 2002	Property Damage	Animal Strike	0	0
	50.4	2 Sep 2002	Property Damage	Animal Strike	0	0
	63.0	18 Aug 2002	Property Damage	Animal Strike	0	0
	74.0	18 May 2002	Injury	Single Vehicle Rollover	1	0
	82.0	30 Sep 2002	Property Damage	Animal Strike	0	0
	112.0	18 Oct 2002	Property Damage	Animal Strike	0	0
	120.0	4 Dec 2002	Property Damage	Animal Strike	0	0
	124.0	22 Nov 2002	Property Damage	Single Vehicle Rollover	0	0
	131.0	3 Aug 2002	Property Damage	Animal Strike	0	0
	153.0	30 Nov 2002	Fatal	Ran Off Road - Left	1	1
	162.0	23 Dec 2002	Injury	Animal Strike	1	0
	168.0	2 Oct 2002	Injury	Single Vehicle Rollover	1	0
	174.5	17 Dec 2002	Injury	Rear End	1	0
	198.0	17 Aug 2002	Injury	Single Vehicle Rollover	1	0
	203.0	1 Sep 2002	Property Damage	Animal Strike	0	0
	214.0	3 Aug 2002	Injury	Single Vehicle Rollover	1	0
	218.0	9 Aug 2002	Property Damage	Rear End	0	0
	223.0	18 Nov 2002	Property Damage	Animal Strike	0	0
	225.9	13 Jan 2002	Property Damage	Sideswipe - Opposite Direction	0	0
	226.0	20 Oct 2002	Property Damage	Animal Strike	0	0
	238.0	15 Apr 2002	Property Damage	Single Vehicle Rollover	0	0
	247.0	29 Sep 2002	Injury	Ran Off Road - Right	2	0
	248.0	2 Sep 2002	Injury	Single Vehicle Rollover	1	0
	249.6	25 Aug 2002	Injury	Single Vehicle Rollover	1	0
	254.0	29 May 2002	Property Damage	Ran Off Road - Right	0	0
	268.0	26 Dec 2002	Property Damage	Sideswipe - Opposite Direction	0	0
	272.0	2 Nov 2002	Property Damage	Single Vehicle Rollover	0	0
	277.0	20 Nov 2002	Injury	Ran Off Road - Right	1	0
	279.0	22 Nov 2002	Property Damage	Single Vehicle Rollover	0	0
	283.0	9 Jun 2002	Property Damage	Ran Off Road - Left	0	0
	283.0	20 Sep 2002	Property Damage	Single Vehicle Rollover	0	0
	288.0	9 Jul 2002	Injury	Single Vehicle Rollover	2	0
	290.0	18 Jul 2002	Injury	Single Vehicle Rollover	1	0
	293.0	22 Dec 2002	Property Damage	Ran Off Road - Right	0	0
	294.0	16 Jul 2002	Injury	Single Vehicle Rollover	1	0
	308.8	20 Dec 2002	Property Damage	Ran Off Road - Right	0	0
	315.0	22 Feb 2002	Property Damage	Single Vehicle Rollover	0	0
	319.0	2 Jan 2002	Property Damage	Sideswipe - Same Direction	0	0
	319.0	10 Oct 2002	Property Damage	Single Vehicle Rollover	0	0
	322.5	15 Sep 2002	Injury	Single Vehicle Rollover	2	0
	322.6	21 Dec 2002	Property Damage	Ran Off Road - Left	0	0
	322.6	28 Dec 2002	Property Damage	Single Vehicle Rollover	0	0
	325.0	22 Aug 2002	Property Damage	Sideswipe - Same Direction	0	0
	336.4	10 Jan 2002	Injury	Rear End	1	0
	338.4	21 Dec 2002	Injury	Ran Off Road - Right	1	0
	338.8	29 Jul 2002	Property Damage	Rear End	0	0
Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	37	19	1	57	23	1

Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.3	8 Jul 2002	Property Damage	Other Multi-Vehicle Same Direction	0	0
	1.5	19 May 2002	Injury	Rear End	1	0
	4.8	3 Jul 2002	Property Damage	Single Vehicle Rollover	0	0
	5.0	14 Jun 2002	Property Damage	Ran Off Road - Right	0	0
	8.0	12 Oct 2002	Injury	Single Vehicle Rollover	1	0
	9.8	30 Nov 2002	Property Damage	Ran Off Road - Left	0	0
	10.3	11 Oct 2002	Property Damage	Single Vehicle Rollover	0	0
	12.0	30 May 2002	Property Damage	Collision with Fixed Object	0	0
	12.0	1 Sep 2002	Injury	Rear End	2	0
	24.3	1 Jul 2002	Property Damage	Single Vehicle Rollover	0	0
	26.7	23 Nov 2002	Property Damage	Ran Off Road - Right	0	0
	36.0	12 Jan 2002	Property Damage	Ran Off Road - Right	0	0
	49.0	16 Jun 2002	Injury	Ran Off Road - Left	2	0

Summary Highway #4	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	9	4	0	13	6	0

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	1.5	1 May 2002	Injury	Single Vehicle Rollover	3	0
	2.5	5 Feb 2002	Property Damage	Ran Off Road - Right	0	0
	2.5	13 Oct 2002	Property Damage	Ran Off Road - Left	0	0
	8.4	19 Nov 2002	Property Damage	Collision with Fixed Object	0	0
	12.0	24 Nov 2002	Property Damage	Sideswipe - Opposite Direction	0	0
	22.0	3 Nov 2002	Injury	Single Vehicle Rollover	2	0
	58.0	19 May 2002	Injury	Single Vehicle Rollover	3	0
	73.0	26 Jan 2002	Property Damage	Ran Off Road - Left	0	0
	100.0	2 May 2002	Property Damage	Collision with Fixed Object	0	0
	131.0	7 Jun 2002	Property Damage	Animal Strike	0	0
	160.0	6 Jul 2002	Injury	Single Vehicle Rollover	1	0
	160.0	29 Nov 2002	Property Damage	Ran Off Road - Left	0	0
	244.3	7 Sep 2002	Property Damage	Passing - Left Turn	0	0
	250.0	15 Mar 2002	Injury	Single Vehicle Rollover	1	0
	254.0	13 Jan 2002	Property Damage	Ran Off Road - Left	0	0
	258.4	27 Feb 2002	Property Damage	Ran Off Road - Left	0	0

Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	11	5	0	16	10	0

Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	6.0	10 Aug 2002	Injury	Single Vehicle Rollover	1	0
	30.0	25 Aug 2002	Property Damage	Ran Off Road - Left	0	0
	55.0	9 Sep 2002	Injury	Single Vehicle Rollover	2	0
	60.0	30 Dec 2002	Property Damage	Animal Strike	0	0
	70.0	23 Oct 2002	Injury	Single Vehicle Rollover	1	0

Summary Highway #6	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	2	3	0	5	4	0

Geographic Distribution – Section 11

Highway #7 (Liard Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	68.0	13 Jul 2002	Injury	Ran Off Road - Right	2	0
	108.0	9 Mar 2002	Property Damage	Ran Off Road - Right	0	0
	128.0	8 Jul 2002	Injury	Single Vehicle Rollover	1	0
	132.0	7 Sep 2002	Property Damage	Single Vehicle Rollover	0	0
	145.0	23 Jul 2002	Property Damage	Single Vehicle Rollover	0	0
	150.3	16 Sep 2002	Property Damage	Collision with Parked Vehicle	0	0
	172.0	18 Oct 2002	Injury	Single Vehicle Rollover	1	0
	237.0	11 Jun 2002	Injury	Single Vehicle Rollover	2	0
	248.5	12 Aug 2002	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	5	4	0	9	6	0

Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	11.0	8 Oct 2002	Property Damage	Single Vehicle Rollover	0	0
	16.0	13 Oct 2002	Injury	Single Vehicle Rollover	1	0
	52.3	10 Jul 2002	Injury	Ran Off Road - Left	1	0
	58.2	22 Jun 2002	Injury	Ran Off Road - Left	1	0
	60.0	22 Jun 2002	Property Damage	Single Vehicle Rollover	0	0
	63.0	31 May 2002	Property Damage	Ran Off Road - Right	0	0
	71.9	13 Jul 2002	Property Damage	Single Vehicle Rollover	0	0
	84.5	2 Aug 2002	Injury	Single Vehicle Rollover	8	0
	87.4	31 Aug 2002	Property Damage	Single Vehicle Rollover	0	0
	90.0	4 Jul 2002	Property Damage	Ran Off Road - Right	0	0
	98.0	23 Nov 2002	Property Damage	Animal Strike	0	0
	108.0	26 Jul 2002	Property Damage	Ran Off Road - Left	0	0
	116.0	17 Mar 2002	Property Damage	Ran Off Road - Right	0	0
	123.0	9 Jul 2002	Property Damage	Rear End	0	0
	123.0	21 Dec 2002	Property Damage	Single Vehicle Rollover	0	0
	127.0	19 Jun 2002	Injury	Ran Off Road - Right	1	0
	134.3	27 Jan 2002	Property Damage	Collision with Parked Vehicle	0	0
	173.3	17 Dec 2002	Property Damage	Ran Off Road - Right	0	0
	214.0	13 Aug 2002	Property Damage	Ran Off Road - Right	0	0
	220.9	5 Dec 2002	Property Damage	Ran Off Road - Right	0	0
	242.0	8 Aug 2002	Property Damage	Single Vehicle Rollover	0	0
	249.0	9 Jun 2002	Property Damage	Single Vehicle Rollover	0	0
	256.0	21 Aug 2002	Injury	Single Vehicle Rollover	1	0
	260.0	5 Oct 2002	Property Damage	Single Vehicle Rollover	0	0
	262.3	8 Oct 2002	Injury	Single Vehicle Rollover	2	0
	264.3	4 Oct 2002	Injury	Single Vehicle Rollover	1	0
	266.0	20 Oct 2002	Injury	Ran Off Road - Right	1	0
	266.8	28 Jun 2002	Injury	Single Vehicle Rollover	2	0
	268.3	4 Oct 2002	Property Damage	Left Turn Across Path	0	0
	268.4	1 Apr 2002	Injury	Ran Off Road - Right	1	0
	269.5	11 Sep 2002	Property Damage	Single Vehicle Rollover	0	0
	270.6	31 Aug 2002	Property Damage	Single Vehicle Rollover	0	0

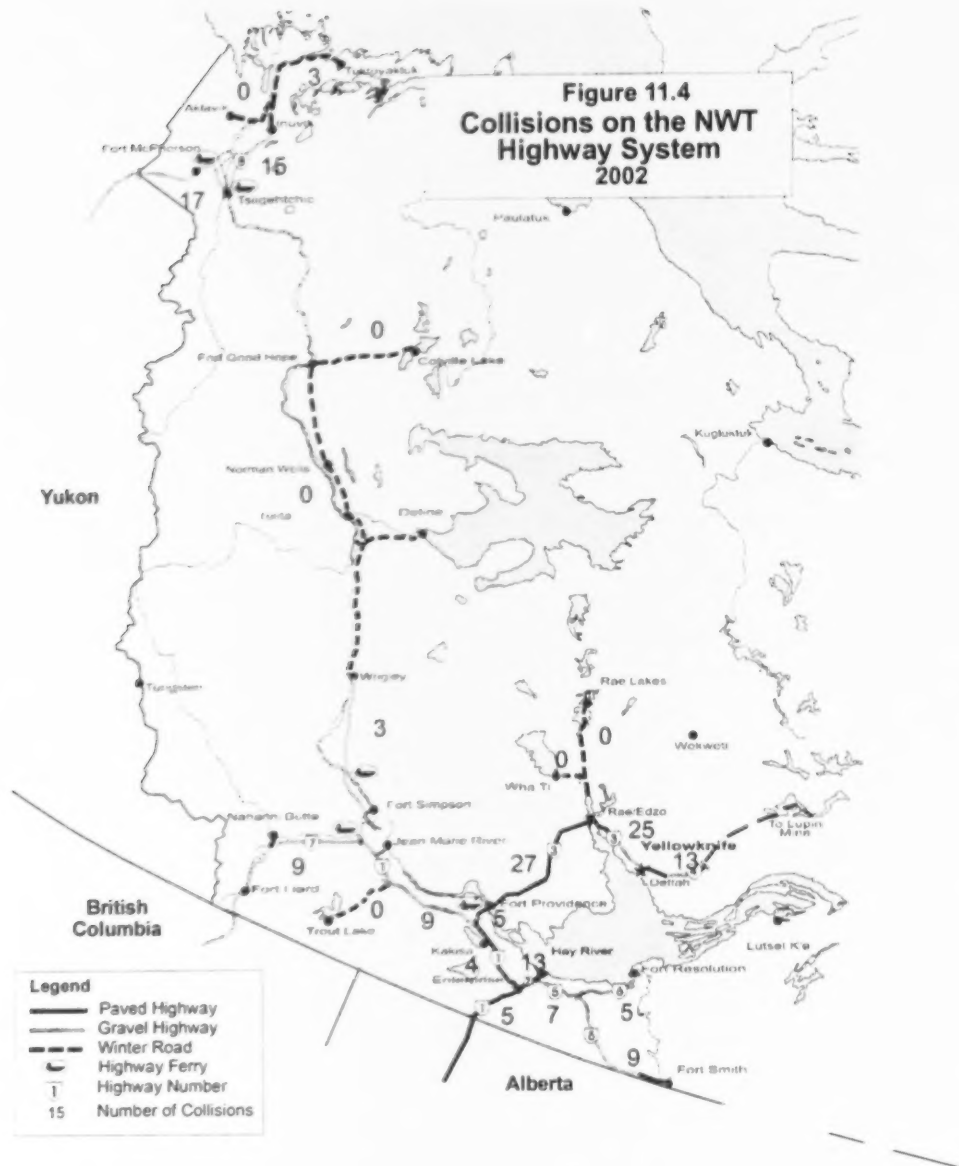
Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	21	11	0	32	20	0

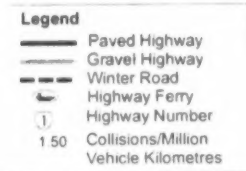
Geographic Distribution – Section 11

Access and Winter Roads	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Dettah Access Road	2 Mar 2002	Property Damage	Sideswipe - Opposite Direction	0	0
Dettah Access Road	13 Oct 2002	Property Damage	Single Vehicle Rollover	0	0
Dettah Access Road	24 Nov 2002	Property Damage	Ran Off Road - Right	0	0
Fort Simpson Access Road	23 Nov 2002	Property Damage	Single Vehicle Rollover	0	0
Hay River Reserve Access Road	18 Jan 2002	Injury	Single Vehicle Rollover	1	0
Rae Access Road	23 Jun 2002	Injury	Single Vehicle Rollover	2	0
Rae Access Road	22 Jul 2002	Injury	Single Vehicle Rollover	1	0
Rae Access Road	14 Sep 2002	Property Damage	Single Vehicle Rollover	0	0
Yellowknife Access Road	7 Aug 2002	Property Damage	Collision with Fixed Object	0	0
Aklavik Winter Access Road	20 Feb 2002	Property Damage	Ran Off Road - Right	0	0
Aklavik Winter Access Road	23 Apr 2002	Property Damage	Sideswipe - Opposite Direction	0	0
Dettah Winter Access Road	27 Jan 2002	Property Damage	Ran Off Road - Left	0	0
Dettah Winter Access Road	28 Feb 2002	Property Damage	Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	22 Jan 2002	Property Damage	Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	25 Jan 2002	Property Damage	Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	22 Mar 2002	Property Damage	Sideswipe - Opposite Direction	0	0
Nahanni Butte Winter Road	16 Mar 2002	Property Damage	Ran Off Road - Right	0	0
Rae Lakes Winter Access Road	3 Feb 2002	Property Damage	Single Vehicle Rollover	0	0
Rae Lakes Winter Access Road	15 Feb 2002	Injury	Single Vehicle Rollover	3	0
Rae Lakes Winter Access Road	27 Mar 2002	Injury	Single Vehicle Rollover	1	0
Rae Lakes Winter Access Road	11 Apr 2002	Property Damage	Ran Off Road - Left	0	0

Summary Access and Winter Roads	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	16	5	0	21	8	0

Summary All NWT Highways	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	122	64	1	187	99	1







Appendix

Contents:

	Page
Section A1 Northwest Territories Motor Vehicle Accident (MVA) Report Form Side I	72
A2 Northwest Territories MVA Report Form Side II	73
A3 Brief Description of Fatal Collisions	74

Appendix A1 – MVA Report Form Side I

Northwest Territories ACCIDENT REPORT				02. POLICE DETACHMENT				03. CABIN NUMBER				PAGE OF			
1. In Community of (Give Plank, Special Area Etc.)				31. DIRECTION OF TRAVEL				REPORT TYPE				REPORT STATUS			
On Km Of Highway Or Street/Road Avenue				32. SCENE ATTENDED				33. COLLISION SEVERITY				34. NO. VEHICLES			
At Intersection With				35. SCENE ATTENDED				36. COLLISION SEVERITY				37. NO. VEHICLES			
If Not At Intersection				38. COLLISION SEVERITY				39. COLLISION SEVERITY				40. NO. VEHICLES			
Special Reference				39. COLLISION SEVERITY				40. COLLISION SEVERITY				41. NO. VEHICLES			
If Location Can Be Described More Precisely Enter Here				41. COLLISION SEVERITY				42. COLLISION SEVERITY				43. NO. VEHICLES			
14. 01. Hit Moving Object				02. Off Road Left				03. Off Road Right				04. Other Single Vehicle			
05. Hit Stationary				06. Off Road Right				07. Off Road Right				08. Other Single Vehicle			
09. Hit Stationary				10. Off Road Right				11. Off Road Right				12. Other Single Vehicle			
13. TYPE				14. TYPE				15. TYPE				16. TYPE			
17. TYPE				18. TYPE				19. TYPE				20. TYPE			
21. TYPE				22. TYPE				23. TYPE				24. TYPE			
25. TYPE				26. TYPE				27. TYPE				28. TYPE			
29. TYPE				30. TYPE				31. TYPE				32. TYPE			
33. TYPE				34. TYPE				35. TYPE				36. TYPE			
37. TYPE				38. TYPE				39. TYPE				40. TYPE			
41. TYPE				42. TYPE				43. TYPE				44. TYPE			
45. TYPE				46. TYPE				47. TYPE				48. TYPE			
49. TYPE				50. TYPE				51. TYPE				52. TYPE			
53. TYPE				54. TYPE				55. TYPE				56. TYPE			
57. TYPE				58. TYPE				59. TYPE				60. TYPE			
61. TYPE				62. TYPE				63. TYPE				64. TYPE			
65. TYPE				66. TYPE				67. TYPE				68. TYPE			
69. TYPE				70. TYPE				71. TYPE				72. TYPE			
73. TYPE				74. TYPE				75. TYPE				76. TYPE			
77. TYPE				78. TYPE				79. TYPE				80. TYPE			
81. TYPE				82. TYPE				83. TYPE				84. TYPE			
85. TYPE				86. TYPE				87. TYPE				88. TYPE			
89. TYPE				90. TYPE				91. TYPE				92. TYPE			
93. TYPE				94. TYPE				95. TYPE				96. TYPE			
97. TYPE				98. TYPE				99. TYPE				100. TYPE			
101. TYPE				102. TYPE				103. TYPE				104. TYPE			
105. TYPE				106. TYPE				107. TYPE				108. TYPE			
109. TYPE				110. TYPE				111. TYPE				112. TYPE			
113. TYPE				114. TYPE				115. TYPE				116. TYPE			
117. TYPE				118. TYPE				119. TYPE				120. TYPE			
121. TYPE				122. TYPE				123. TYPE				124. TYPE			
125. TYPE				126. TYPE				127. TYPE				128. TYPE			
129. TYPE				130. TYPE				131. TYPE				132. TYPE			
133. TYPE				134. TYPE				135. TYPE				136. TYPE			
137. TYPE				138. TYPE				139. TYPE				140. TYPE			
141. TYPE				142. TYPE				143. TYPE				144. TYPE			
145. TYPE				146. TYPE				147. TYPE				148. TYPE			
149. TYPE				150. TYPE				151. TYPE				152. TYPE			
153. TYPE				154. TYPE				155. TYPE				156. TYPE			
157. TYPE				158. TYPE				159. TYPE				160. TYPE			
161. TYPE				162. TYPE				163. TYPE				164. TYPE			
165. TYPE				166. TYPE				167. TYPE				168. TYPE			
169. TYPE				170. TYPE				171. TYPE				172. TYPE			
173. TYPE				174. TYPE				175. TYPE				176. TYPE			
177. TYPE				178. TYPE				179. TYPE				180. TYPE			
181. TYPE				182. TYPE				183. TYPE				184. TYPE			
185. TYPE				186. TYPE				187. TYPE				188. TYPE			
189. TYPE				190. TYPE				191. TYPE				192. TYPE			
193. TYPE				194. TYPE				195. TYPE				196. TYPE			
197. TYPE				198. TYPE				199. TYPE				200. TYPE			
201. TYPE				202. TYPE				203. TYPE				204. TYPE			
205. TYPE				206. TYPE				207. TYPE				208. TYPE			
209. TYPE				210. TYPE				211. TYPE				212. TYPE			
213. TYPE				214. TYPE				215. TYPE				216. TYPE			
217. TYPE				218. TYPE				219. TYPE				220. TYPE			
221. TYPE				222. TYPE				223. TYPE				224. TYPE			
225. TYPE				226. TYPE				227. TYPE				228. TYPE			
229. TYPE				230. TYPE				231. TYPE				232. TYPE			
233. TYPE				234. TYPE				235. TYPE				236. TYPE			
237. TYPE				238. TYPE				239. TYPE				240. TYPE			
241. TYPE				242. TYPE				243. TYPE				244. TYPE			
245. TYPE				246. TYPE				247. TYPE				248. TYPE			
249. TYPE				250. TYPE				251. TYPE				252. TYPE			
253. TYPE				254. TYPE				255. TYPE				256. TYPE			
257. TYPE				258. TYPE				259. TYPE				260. TYPE			
261. TYPE				262. TYPE				263. TYPE				264. TYPE			
265. TYPE				266. TYPE				267. TYPE				268. TYPE			
269. TYPE				270. TYPE				271. TYPE				272. TYPE			
273. TYPE				274. TYPE				275. TYPE				276. TYPE			
277. TYPE				278. TYPE				279. TYPE				280. TYPE			
281. TYPE				282. TYPE				283. TYPE				284. TYPE			
285. TYPE				286. TYPE				287. TYPE				288. TYPE			
289. TYPE				290. TYPE				291. TYPE				292. TYPE			
293. TYPE				294. TYPE				295. TYPE				296. TYPE			
297. TYPE				298. TYPE				299. TYPE				300. TYPE			
301. TYPE				302. TYPE				303. TYPE				304. TYPE			
305. TYPE				306. TYPE				307. TYPE				308. TYPE			
309. TYPE				310. TYPE				311. TYPE				312. TYPE			
313. TYPE				314. TYPE				315. TYPE				316. TYPE			
317. TYPE				318. TYPE				319. TYPE				320. TYPE			
321. TYPE				322. TYPE				323. TYPE				324. TYPE			
325. TYPE				326. TYPE				327. TYPE				328. TYPE			
329. TYPE				330. TYPE				331. TYPE				332. TYPE			
333. TYPE				334. TYPE				335. TYPE				336. TYPE			
337. TYPE				338. TYPE				339. TYPE				340. TYPE			
341. TYPE				342. TYPE				343. TYPE				344. TYPE			
345. TYPE				346. TYPE				347. TYPE				348. TYPE			
349. TYPE				350. TYPE				351. TYPE				352. TYPE			
353. TYPE				354. TYPE				355. TYPE				356. TYPE			
357. TYPE				358. TYPE				359. TYPE				360. TYPE			
361. TYPE				362. TYPE				363. TYPE				364. TYPE			
365. TYPE				366. TYPE				367. TYPE				368. TYPE			
369. TYPE				370. TYPE				371. TYPE				372. TYPE			
373. TYPE				374. TYPE				375. TYPE				376. TYPE			
377. TYPE				378. TYPE				379. TYPE				380. TYPE			
381. TYPE				382. TYPE				383. TYPE				384. TYPE			
385. TYPE				386. TYPE				387. TYPE				388. TYPE			
389. TYPE				390. TYPE				391. TYPE				392. TYPE			
393. TYPE				394. TYPE				395. TYPE				396. TYPE			
397. TYPE				398. TYPE				399. TYPE				400. TYPE			
401. TYPE				402. TYPE				403. TYPE				404. TYPE			
405. TYPE				406. TYPE				407. TYPE				408. TYPE			
409. TYPE				410. TYPE				411. TYPE				412. TYPE			
413. TYPE				414. TYPE				415. TYPE				416. TYPE			
417. TYPE				418. TYPE				419. TYPE				420. TYPE			
421. TYPE				422. TYPE				423. TYPE				424. TYPE			
425. TYPE				426. TYPE				427. TYPE				428. TYPE			
429. TYPE				430. TYPE				431. TYPE				432. TYPE			
433. TYPE				434. TYPE				435. TYPE				436. TYPE			
437. TYPE				438. TYPE				439. TYPE				440. TYPE			
441. TYPE				442. TYPE				443. TYPE				444. TYPE			
445. TYPE				446. TYPE				447. TYPE				448. TYPE			
449. TYPE				450. TYPE				451. TYPE				452. TYPE			
453. TYPE				454. TYPE				455. TYPE				456. TYPE			
457. TYPE				458. TYPE				459. TYPE				460. TYPE			
461. TYPE				462. TYPE				463. TYPE				464. TYPE			
465. TYPE				466. TYPE				467. TYPE				468. TYPE			
469. TYPE				470. TYPE				471. TYPE				472. TYPE			
473. TYPE				474. TYPE				475. TYPE				476. TYPE			
477. TYPE				478. TYPE				479. TYPE				480. TYPE			
481. TYPE				482. TYPE				483. TYPE				484. TYPE			
485. TYPE				486. TYPE				487. TYPE				488. TYPE			
489. TYPE				490. TYPE				491. TYPE				492. TYPE			
493. TYPE				494. TYPE				495. TYPE				496. TYPE			
497. TYPE				498. TYPE				499. TYPE				500. TYPE			
501. TYPE				502. TYPE				503. TYPE				504. TYPE			
505. TYPE				506. TYPE				507. TYPE				508. TYPE			
509. TYPE				510. TYPE				511. TYPE				512. TYPE			
513. TYPE				514. TYPE				515. TYPE				516. TYPE			
517. TYPE				518. TYPE				519. TYPE				520. TYPE			
521. TYPE				522. TYPE				523. TYPE				524. TYPE			
525. TYPE				526. TYPE				527. TYPE				528. TYPE			
529. TYPE				530. TYPE				531. TYPE				532. TYPE			
533. TYPE				534. TYPE				535. TYPE				536. TYPE			
537. TYPE				538. TYPE				539. TYPE				540. TYPE			
541. TYPE				542. TYPE				543. TYPE				544. TYPE			
545. TYPE				546. TYPE				547. TYPE				548. TYPE			
549. TYPE				550. TYPE				551. TYPE				552. TYPE			
553. TYPE				554. TYPE				555. TYPE				556. TYPE			
557. TYPE				558. TYPE				559. TYPE				560. TYPE			
561. TYPE				562. TYPE				563. TYPE				564. TYPE			
565. TYPE				566. TYPE				567. TYPE				568. TYPE			
569. TYPE				570. TYPE				571. TYPE				572. TYPE			
573. TYPE				574. TYPE				575. TYPE				576. TYPE			
577. TYPE				578. TYPE				579. TYPE				580. TYPE			
581. TYPE				582. TYPE				583. TYPE				584. TYPE			
585. TYPE				586. TYPE				587. TYPE				588. TYPE			
589. TYPE				590. TYPE				591. TYPE				592. TYPE			
593. TYPE				594. TYPE				595. TYPE				596. TYPE			
597. TYPE				598. TYPE				599. TYPE				600. TYPE			
601. TYPE				602. TYPE				603. TYPE				604. TYPE			
605. TYPE				606. TYPE				607. TYPE				608. TYPE			
609. TYPE				610. TYPE				611. TYPE				612. TYPE			
613. TYPE				614. TYPE				615. TYPE				616. TYPE			
617. TYPE				618. TYPE				619. TYPE				620. TYPE			
621. TYPE				622. TYPE				623. TYPE				624. TYPE			
625. TYPE				626. TYPE				627. TYPE				628. TYPE			
629. TYPE				630. TYPE				631. TYPE				632. TYPE			
633. TYPE				634. TYPE				635. TYPE				636. TYPE			
637. TYPE				638. TYPE				639. TYPE				640. TYPE			
641. TYPE				642. TYPE				643. TYPE				644. TYPE			
645. TYPE				646. TYPE				647. TYPE				648. TYPE			
649. TYPE				650. TYPE				651. TYPE				652. TYPE			
653. TYPE				654. TYPE				655. TYPE				656. TYPE			
657. TYPE				658. TYPE				659. TYPE				660. TYPE			
661. TYPE				662. TYPE				663. TYPE				664. TYPE			
665. TYPE				666. TYPE				667. TYPE				668. TYPE			
669. TYPE				670. TYPE				671. TYPE				672. TYPE			
673. TYPE				674. TYPE				675. TYPE				676. TYPE			
677. TYPE				678. TYPE				679. TYPE				680. TYPE			
681. TYPE				682. TYPE				683. TYPE				684. TYPE			
685. TYPE				686. TYPE				687. TYPE				688. TYPE			
689. TYPE				690. TYPE				691. TYPE				692. TYPE			
693. TYPE				694. TYPE				695. TYPE				696. TYPE			
697. TYPE				698. TYPE				699. TYPE				700. TYPE			
701. TYPE				702. TYPE				703. TYPE				704. TYPE			
705. TYPE				706. TYPE				707. TYPE				708. TYPE			
709. TYPE				710. TYPE				711. TYPE				712. TYPE			
713. TYPE				714. TYPE				715. TYPE				716. TYPE			
717. TYPE				718. TYPE				719. TYPE				720. TYPE			
721. TYPE				722. TYPE				723. TYPE				724. TYPE			
725. TYPE				726. TYPE				727. TYPE				728. TYPE			
729. TYPE				730. TYPE				731. TYPE				732. TYPE			
733. TYPE				734. TYPE				735. TYPE				736. TYPE			
737. TYPE				738. TYPE				739. TYPE				740. TYPE			
741. TYPE				742. TYPE				743. TYPE				744. TYPE			
745. TYPE				746. TYPE				747. TYPE				748. TYPE			
749. TYPE				750. TYPE				751. TYPE				752. TYPE			
753. TYPE															

Appendix A2 – MVA Report Form Side II

16. ROADWAY CONFIGURATION 1. Non-Intersection ☐ 2. Intersection 2 Roadways ☐ 3. Intersection With ☐ 4. Roundabout ☐ 5. Bridge/Overpass/ Viaduct ☐ 6. Tunnel Or Underpass ☐ 7. Other ☐		24. ROAD SURFACE 1. Dry Normal ☐ 2. Wet ☐ 3. Snow/ Ice/ Frost/ Layer ☐ 4. Sand/ Wet Snow ☐ 5. Ice ☐ 6. Sandy/Gravel/On ☐ 7. Mud/Silt ☐ 8. Oil ☐ 9. Flooded ☐ 10. Other ☐		31. Urban Transit Bus ☐ 12. Intercity Bus ☐ 13. Motorcoach ☐ 14. School Bus ☐ 15. Other Road Vehicle ☐ 16. Bicycle ☐ 17. Motorcycle ☐ 18. Power Scooter ☐ 19. Motor Home ☐ 20. Farm Equipment ☐ 21. Construction Equipment ☐ 22. Snowmobile ☐ 23. Other (U/I) Unknown ☐		41. VEHICLE MANOEUVRE 01. Going Straight ☐ 02. Turning Left ☐ 03. Turning Right ☐ 04. Making U-Turn ☐ 05. Changing Lanes ☐ 06. Merging ☐ 07. Reversing ☐ 08. Overtaking ☐ 09. Negotiating Curve ☐ 10. Slowing/ Stopping ☐ 11. Starting In Traffic ☐ 12. Leaving Roadway ☐ 13. Stopped/Parked/ Legal ☐ 14. Stopped/Parked/ Illegal ☐ 15. Swerving To Avoid Collision ☐ 16. Run-Away Or Out Of Lane ☐ 17. Vehicle ☐ 21. Unspecified Manoeuvre ☐ 00. Other (U/I) Unknown ☐		46. DRIVER ACTION 21. Following Too Closely ☐ 22. Distracted/ Inattentive ☐ 23. Driving Too Fast For Conditions ☐ 24. Improper Turning Or Passing ☐ 25. Fail To Yield Right-Of-Way ☐ 26. Disabled Traffic Control Device/ Police Officer ☐ 27. Driving On Wrong Side Of Road ☐ 28. Backing Unlawfully ☐ 30. Lost Control ☐ 31. Driving Improperly ☐ 00. Other (U/I) Unknown ☐		46. PEDESTRIAN ACTION 01. Crossing Intersection With RWLW ☐ 02. Crossing Intersection Without RWLW ☐ 04. In Crosswalk ☐ 05. Crossing Roadway At Medians ☐ 06. Walking On Roadway Against Traffic ☐ 07. Walking On Roadway With Traffic ☐ 08. On Sidewalk/ Median/ Safety Zone ☐ 09. Crossing From Behind Parked Vehicle/Object ☐ 12. Coming From Behind Moving Vehicle ☐ 13. Running Into Roadway ☐ 14. Getting On/Off School Bus ☐ 15. Getting On/Off Vehicle ☐ 16. Pushing Vehicle ☐ Ped 1 ☐ 17. Working On Vehicle ☐ Ped 2 ☐ 18. Working On Road ☐ Ped 3 ☐ 21. Living On Road ☐ 26. Not a Pedestrian ☐ 00. Other (U/I) Unknown/ Page 4 ☐		INDEPENDENT WITNESSES Last Name First Name Address Home Phone Work Phone Last Name First Name Address Home Phone Work Phone ADDITIONAL WITNESSES ON FILE? YES ☐ NO ☐ DESCRIPTION: Show Direction of Travel, Obstructions, Vehicle Movement, Travel Lane, Fixed Objects, Traffic Controls.					
17. WEATHER CONDITION 1. Clear and/or Sunny ☐ 2. Overcast/ Cloudy/ No Precipitation ☐ 3. Hazy ☐ 4. Snowing/ Not Including Drifting Snow ☐ 5. Freezing Rain/ Sleet/ Hail ☐ 6. Visibility Limitation (e.g. Fog, Smoke, Dust, Mist) ☐ 7. Strong Wind ☐ 8. Other ☐		25. ROAD CONDITION 1. Good ☐ 2. Potholes/ Bumps/ Ruts ☐ 3. Under Construction/ Repair ☐ 4. Uneven ☐ 5. Warm ☐ 6. Unseasonal/Faded Markings ☐ 7. Other ☐		36. VEHICLE USE 01. Taxi ☐ 02. School Bus ☐ 03. Other Bus ☐ 04. Delivery ☐ 05. Police Cruiser ☐ 06. Other Police ☐ 07. Ambulance ☐ 08. Fire ☐ 09. Tow Truck ☐ 10. Delivery Vehicle ☐ 11. Road Maintenance ☐ 12. Utility Maintenance ☐ 13. Fire Response ☐ 14. No Special Use ☐ 00. Other ☐		44-46. VEHICLE EVENTS WORK/ COLLISION EVENTS 01. Stopped/ On Spur On Roadway ☐ 02. Ran Off Road ☐ 03. Overturned/ Rollover ☐ 04. Detachable Or Trailer Swung ☐ 05. Fire Or Explosion ☐ 06. Load Shift ☐ 07. Load Shift EVT1 ☐ 08. Submersion ☐ 09. Other Non-Collision Event ☐ MOVING OBJECTS 11. Hit Moving Motor Vehicle ☐ 12. Hit Pedestrian ☐ 13. Hit Bicycle/ EVT2 ☐ 14. Hit Animal ☐ 15. Hit Train/ EVT3 ☐ 16. Hit Another Moving Object ☐ 17. Hit Non-Moving Object ☐ 21. Hit Parked Vehicle ☐ 22. Hit Non-Fixed Object ☐ 23. Hit Building ☐ 24. Hit Ditch ☐ 25. Hit Embankment/ Dirt Pile/ Rock Structure ☐ 26. Hit Curb ☐ 27. Hit Pole ☐ 28. Hit Light/ Utility Pole ☐ 29. Hit Sign ☐ 31. Hit Traffic Barrier ☐ 32. Hit Other Fixed Object/ Part Of Road Structure ☐ 33. Hit Other Fixed Object/ Not Part Of Road Structure ☐ 34. Hit Other Type Fixed Object ☐ 35. Hit No 2nd or 3rd Wheel ☐ 00. Other (U/I) Unknown ☐		46. ENVIRONMENTAL FACTORS 51. Animal On Roadway ☐ 52. Road Surface Or Other Condition ☐ 53. Obstruction On Road ☐ 54. View Obstructed/ Signs/ Markings ☐ 55. Weather Or Acts Of God ☐ 56. No Environmental Factors ☐ 00. Other (U/I) Unknown ☐		52. DANGEROUS GOODS CLASS 1. Explosives ☐ 2. Gases ☐ 3. Flammable Liquids ☐ 4. Flammable Solids/ Substances/ Composites ☐ 5. Oxidizers & Organic Peroxides ☐ 6. Corrosives ☐ 7. Radioactive ☐ 8. Miscellaneous ☐ 9. Misc. Dangerous Goods ☐ 00. Not a Commercial Vehicle ☐ 01. Other (U/I) Unknown ☐		DIAGRAM Use Solid Direction Lines Before Impact and Broken Lines After 4 North					
18. LIGHT CONDITION 1. Daylight ☐ 2. Dawn ☐ 3. Dusk ☐ 4. Darkness ☐		27. TRAFFIC CONTROL 01. Traffic Signs - Open ☐ 02. Traffic Signs - Flashing ☐ 03. Stop Sign ☐ 04. Yield Sign ☐ 05. Warning Sign ☐ 06. Pedestrian Crosswalk ☐ 07. Police Officer ☐ 08. School Guard/ Flagman ☐ 09. School Crossing ☐ 10. Reduced Speed Zone ☐ 11. No Passing Zone Sign ☐ 12. Road Markings ☐ 13. School Bus Stopped/ Lights Flashing ☐ 14. School Bus Stopped/ Lights Not Flashing ☐ 15. Road Crossing With Signs and/or Gates ☐ 16. Rail Xing/ Signs Only ☐ 17. Unopen/ Control Device ☐ 18. No Control Present ☐ 00. Other ☐		37. EMERGENCY USE 1. Yes ☐ 2. No ☐ 00. Not an Emergency Vehicle ☐		38. TRAILER TYPE 1. Recreational Trailer ☐ 2. Light Utility Trailer (Boat) ☐ 3. Commercial Full Trailer ☐ 4. One Semi-Trailer ☐ 5. Two Semi-Trailers/ A-Train ☐ 6. Two Semi-Trailers/ B-Train ☐ 7. Two Semi-Trailers/ C-Train ☐ 8. Two Semi-Trailers/ Connector ☐ 9. Three Semi-Trailers ☐ 00. No Trailers ☐ 01. Other ☐		39. USE OF HEADLIGHTS 1. No Headlights On/ Not Equipped ☐ 2. Daytime Running Lights On ☐ 3. Headlights On ☐ 4. Parking Lights Only On ☐ 5. Fog Or Auxiliary Lights On ☐ 00. Other ☐		40. VEHICLE SPEED 000. Stopped in Traffic ☐ 001. Parked ☐ 002. Other (U/I) Unknown ☐		47. DRIVER/PEDESTRIAN CONDITION 01. Fatigued/ Not Alert ☐ 02. Intoxication ☐ 03. Under Influence/ Alcohol ☐ 04. Under Influence/ Drugs ☐ 05. Sudden Brakes/ Lane Control/ Loss of Control ☐ 06. Apparently Normal ☐ 00. Other (U/I) Unknown ☐		53. LOAD STATUS COMMERCIAL VEHICLES 1. Fully Loaded ☐ 2. Not Loaded ☐ 00. Not a Commercial Vehicle ☐ 01. Other (U/I) Unknown ☐		54. ROADWAY ALCOHOL CONCENTRATION 000-500 BAC (mg%) of Driver 000. Not Tested/ Driver/Pedestrian ☐ 001. Not Tested/ Use To Injury/ Alcohol ☐ 002. Not Tested/ Use To Injury/ Alcohol ☐ 003. Not Tested/ Use To Injury/ Alcohol ☐ 004. Not Tested/ Use To Injury/ Alcohol ☐ 005. Not Tested/ Use To Injury/ Alcohol ☐ 006. Not Tested/ Use To Injury/ Alcohol ☐ 007. Not Tested/ Use To Injury/ Alcohol ☐ 008. Not Tested/ Use To Injury/ Alcohol ☐ 009. Not Tested/ Use To Injury/ Alcohol ☐ 010. Not Tested/ Use To Injury/ Alcohol ☐ 011. Not Tested/ Use To Injury/ Alcohol ☐ 012. Not Tested/ Use To Injury/ Alcohol ☐ 013. Not Tested/ Use To Injury/ Alcohol ☐ 014. Not Tested/ Use To Injury/ Alcohol ☐ 015. Not Tested/ Use To Injury/ Alcohol ☐ 016. Not Tested/ Use To Injury/ Alcohol ☐ 017. Not Tested/ Use To Injury/ Alcohol ☐ 018. Not Tested/ Use To Injury/ Alcohol ☐ 019. Not Tested/ Use To Injury/ Alcohol ☐ 020. Not Tested/ Use To Injury/ Alcohol ☐ 021. Not Tested/ Use To Injury/ Alcohol ☐ 022. Not Tested/ Use To Injury/ Alcohol ☐ 023. Not Tested/ Use To Injury/ Alcohol ☐ 024. Not Tested/ Use To Injury/ Alcohol ☐ 025. Not Tested/ Use To Injury/ Alcohol ☐ 026. Not Tested/ Use To Injury/ Alcohol ☐ 027. Not Tested/ Use To Injury/ Alcohol ☐ 028. Not Tested/ Use To Injury/ Alcohol ☐ 029. Not Tested/ Use To Injury/ Alcohol ☐ 030. Not Tested/ Use To Injury/ Alcohol ☐ 031. Not Tested/ Use To Injury/ Alcohol ☐ 032. Not Tested/ Use To Injury/ Alcohol ☐ 033. Not Tested/ Use To Injury/ Alcohol ☐ 034. Not Tested/ Use To Injury/ Alcohol ☐ 035. Not Tested/ Use To Injury/ Alcohol ☐ 036. Not Tested/ Use To Injury/ Alcohol ☐ 037. Not Tested/ Use To Injury/ Alcohol ☐ 038. Not Tested/ Use To Injury/ Alcohol ☐ 039. Not Tested/ Use To Injury/ Alcohol ☐ 040. Not Tested/ Use To Injury/ Alcohol ☐ 041. Not Tested/ Use To Injury/ Alcohol ☐ 042. Not Tested/ Use To Injury/ Alcohol ☐ 043. Not Tested/ Use To Injury/ Alcohol ☐ 044. Not Tested/ Use To Injury/ Alcohol ☐ 045. Not Tested/ Use To Injury/ Alcohol ☐ 046. Not Tested/ Use To Injury/ Alcohol ☐ 047. Not Tested/ Use To Injury/ Alcohol ☐ 048. Not Tested/ Use To Injury/ Alcohol ☐ 049. Not Tested/ Use To Injury/ Alcohol ☐ 050. Not Tested/ Use To Injury/ Alcohol ☐ 051. Not Tested/ Use To Injury/ Alcohol ☐ 052. Not Tested/ Use To Injury/ Alcohol ☐ 053. Not Tested/ Use To Injury/ Alcohol ☐ 054. Not Tested/ Use To Injury/ Alcohol ☐ 055. Not Tested/ Use To Injury/ Alcohol ☐ 056. Not Tested/ Use To Injury/ Alcohol ☐ 057. Not Tested/ Use To Injury/ Alcohol ☐ 058. Not Tested/ Use To Injury/ Alcohol ☐ 059. Not Tested/ Use To Injury/ Alcohol ☐ 060. Not Tested/ Use To Injury/ Alcohol ☐ 061. Not Tested/ Use To Injury/ Alcohol ☐ 062. Not Tested/ Use To Injury/ Alcohol ☐ 063. Not Tested/ Use To Injury/ Alcohol ☐ 064. Not Tested/ Use To Injury/ Alcohol ☐ 065. Not Tested/ Use To Injury/ Alcohol ☐ 066. Not Tested/ Use To Injury/ Alcohol ☐ 067. Not Tested/ Use To Injury/ Alcohol ☐ 068. Not Tested/ Use To Injury/ Alcohol ☐ 069. Not Tested/ Use To Injury/ Alcohol ☐ 070. Not Tested/ Use To Injury/ Alcohol ☐ 071. Not Tested/ Use To Injury/ Alcohol ☐ 072. Not Tested/ Use To Injury/ Alcohol ☐ 073. Not Tested/ Use To Injury/ Alcohol ☐ 074. Not Tested/ Use To Injury/ Alcohol ☐ 075. Not Tested/ Use To Injury/ Alcohol ☐ 076. Not Tested/ Use To Injury/ Alcohol ☐ 077. Not Tested/ Use To Injury/ Alcohol ☐ 078. Not Tested/ Use To Injury/ Alcohol ☐ 079. Not Tested/ Use To Injury/ Alcohol ☐ 080. Not Tested/ Use To Injury/ Alcohol ☐ 081. Not Tested/ Use To Injury/ Alcohol ☐ 082. Not Tested/ Use To Injury/ Alcohol ☐ 083. Not Tested/ Use To Injury/ Alcohol ☐ 084. Not Tested/ Use To Injury/ Alcohol ☐ 085. Not Tested/ Use To Injury/ Alcohol ☐ 086. Not Tested/ Use To Injury/ Alcohol ☐ 087. Not Tested/ Use To Injury/ Alcohol ☐ 088. Not Tested/ Use To Injury/ Alcohol ☐ 089. Not Tested/ Use To Injury/ Alcohol ☐ 090. Not Tested/ Use To Injury/ Alcohol ☐ 091. Not Tested/ Use To Injury/ Alcohol ☐ 092. Not Tested/ Use To Injury/ Alcohol ☐ 093. Not Tested/ Use To Injury/ Alcohol ☐ 094. Not Tested/ Use To Injury/ Alcohol ☐ 095. Not Tested/ Use To Injury/ Alcohol ☐ 096. Not Tested/ Use To Injury/ Alcohol ☐ 097. Not Tested/ Use To Injury/ Alcohol ☐ 098. Not Tested/ Use To Injury/ Alcohol ☐ 099. Not Tested/ Use To Injury/ Alcohol ☐ 100. Not Tested/ Use To Injury/ Alcohol ☐	

Appendix A3 – Brief Description of Fatal Collisions

The following is a brief description of the three fatal traffic collisions that took place in the Northwest Territories in 2002, resulting in three fatalities.

RCMP Detachment	Date	Description
Tuktoyaktuk	04-Feb	Tractor-trailer unit struck two pedestrians and parked snowmobile on a privately maintained winter road. One pedestrian was fatally injured while the other pedestrian sustained unspecified injuries. Alcohol involvement unknown.
Tuktoyaktuk	05-Oct	Pickup truck backing out of parking stall struck elderly pedestrian. Pedestrian fatally injured. Alcohol involvement unknown.
Rae	30-Nov	Single vehicle ran off-road collision involving sport utility vehicle near Km 153 on Highway #3. The driver died at the scene while the right front passenger sustained unspecified injuries. Both occupants were fully restrained. Alcohol involvement unknown.